DEPARTMENT OF PUBLIC WORKS

STANDARD CONSTRUCTION DETAILS

CITY OF DALLAS, TEXAS

REVISED APRIL 1997
UPDATED SEPT. 2002

RECOMMENDED FOR APPROVAL:
THIS THE DAY OF , 1997.

ASSISTANT DIRECTOR
OF PUBLIC WORKS
& TRANSPORTATION

APPROVED:
THIS THE DAY OF , 1997.

DIRECTOR OF PUBLIC WORKS
& TRANSPORTATION

FILE 251D-1

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APPROVED
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DATE:

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APPROVED

DIRECTOR OF PUBLIC WORKS & TRANSPORTATION

DATE:

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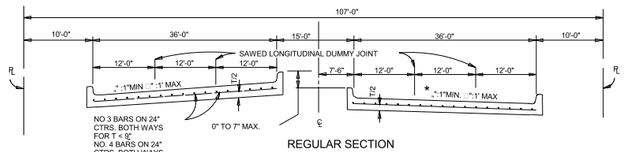
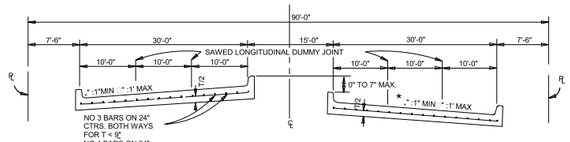


REGULAR SECTION



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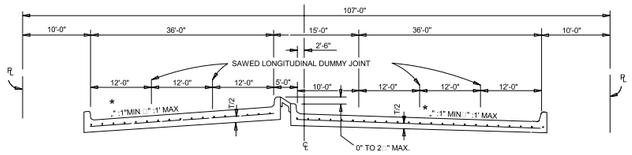
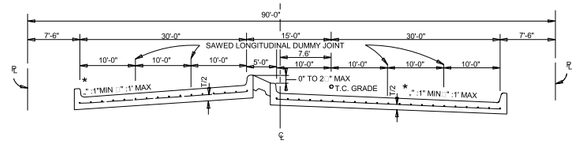


LEFT TURN SECTION



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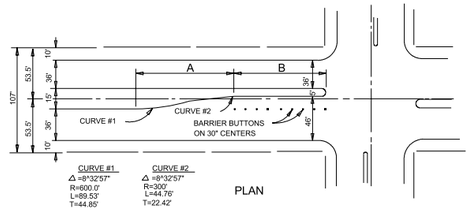
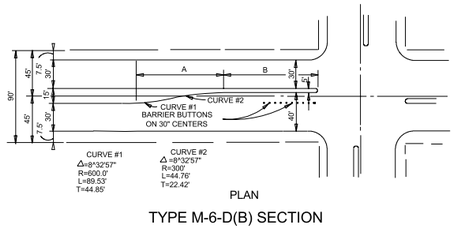


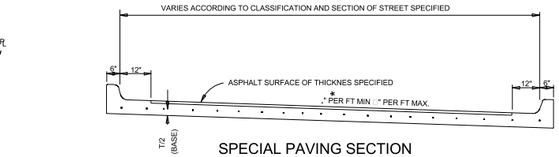
PLAN

TYPE S-6-D SECTION



PLAN

TYPE M-6-D(B) SECTION



SPECIAL PAVING SECTION
SCHEMATIC HALF-SECTION

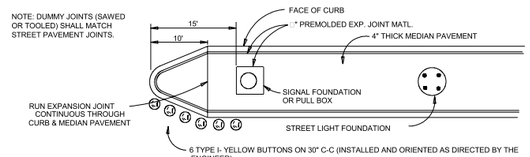
REINFORCED CONCRETE BASE W/ INTEGRAL CURB AND GUTTER & ASPHALT SURFACE COURSE

(TO BE USED ONLY WHEN SPECIFICALLY SHOWN ON THE PLAN)

EXCEPT AS INDICATED ABOVE ALL PLAN AND SECTION DETAILS SHALL BE IDENTICAL TO THOSE SHOWN ELSEWHERE ON THIS SHEET FOR SECTIONS S-6-D, M-6-D(A), M-6-D(B), S-4-D FOR CURB AND GUTTER DETAILS. SEE PAGE 1006

NOTE: (SEE PAGE 1002)
MONOLITHIC MEDIAN NOSE IS STANDARD (ROUNDED NOSE IS TO BE USED ONLY AT DIRECTION OF ENGINEER TO MATCH EXISTING FACILITIES).

NOTE: DUMMY JOINTS (SAWED OR TOOLED) SHALL MATCH STREET PAVEMENT JOINTS.



DETAIL OF 5' MEDIAN PAVEMENT

NOTES:

1. ALL STEEL SHALL BE GRADE 40 DEFORMED REINFORCING BARS.
2. GENERAL NOTES PROVIDED ON SHEET 1006 APPLY.
3. FOR SUBSTITUTING FOR #3 BAR REINFORCING, THE SIZE OF THE WIRE FABRIC SHALL BE 12 X 12 - W3.5 X W3.5 WITH A NOMINAL DIAMETER OF 0.211 IN. AND NOMINAL WEIGHT OF 0.119 LBS PER LIN. FT.
4. FOR SUBSTITUTION FOR #4 BAR REINFORCING, THE SIZE OF THE WIRE SHALL BE 12 x 12 - W6 X W6 WITH A NOMINAL DIAMETER OF 0.276 INCHES AND A NOMINAL WEIGHT OF 0.204 LBS/LIN. FT.
5. REDWOOD EXPANSION JOINTS SHALL BE PLACED AT OR NEAR THE RADIUS POINTS OF ALL INTERSECTIONS, AT ALL ABRUPT CHANGES IN ALIGNMENT OR WIDTH, OR AT MAX. DISTANCE OF 150 FT. REDWOOD EXPANSION JOINT WILL CONTINUE THROUGH MEDIAN PAVING AND SIDEWALK AND WALL WHEREVER APPLICABLE.

TYPE S-6-D SECTION

CROSS STREET	TRANSITION LENGTH 'A'	MINIMUM STORAGE 'B'	CURVE #1 RADIUS	CURVE #2 RADIUS	LANE WIDTH(S)
LOCAL	109.09'	90'	400'	200'	10'
COLLECTOR	109.09'	100'	400'	200'	10'
MINOR ARTERIAL	133.79'	150'	600'	300'	10'
PRINCIPAL ARTERIAL	133.79'	200'	600'	300'	10'
SPECIAL MOVEMENTS					
STANDARD DOUBLE LEFT TURN	197.78'	150'	600'	300'	2-11'
MINIMUM DOUBLE LEFT TURN	188.68'	150'	600'	300'	2-10'
RIGHT TURN	109.09'	90'	400'	200'	10'

TYPE M-6-D(A) SECTION

CROSS STREET	TRANSITION LENGTH 'A'	MINIMUM STORAGE 'B'	CURVE #1 RADIUS	CURVE #2 RADIUS	LANE WIDTH(S)
LOCAL	109.09'	90'	400'	200'	10'
COLLECTOR	109.09'	100'	400'	200'	10'
MINOR ARTERIAL	109.09'	150'	400'	200'	10'
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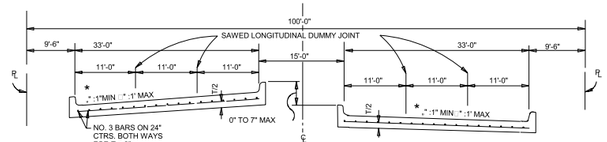
SPECIAL MOVEMENTS					
STANDARD DOUBLE LEFT TURN	197.78'	150'	600'	300'	2-11'
MINIMUM DOUBLE LEFT TURN	188.68'	150'	600'	300'	2-10'
RIGHT TURN	109.09'	90'	400'	200'	10'

TYPE M-6-D(B) SECTION

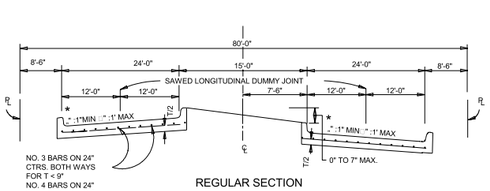
CROSS STREET	TRANSITION LENGTH 'A'	MINIMUM STORAGE 'B'	CURVE #1 RADIUS	CURVE #2 RADIUS	LANE WIDTH(S)
LOCAL	94.34'	90'	300'	150'	10'
COLLECTOR	94.34'	100'	300'	150'	10'
MINOR ARTERIAL	94.34'	150'	300'	150'	10'
PRINCIPAL ARTERIAL	109.09'	200'	400'	200'	10'
SPECIAL MOVEMENTS					
STANDARD DOUBLE LEFT TURN	188.68'	150'	600'	300'	2-11'
MINIMUM DOUBLE LEFT TURN	188.68'	150'	600'	300'	2-10'
RIGHT TURN	94.34'	90'	300'	150'	10'

TYPE S-4-D SECTION

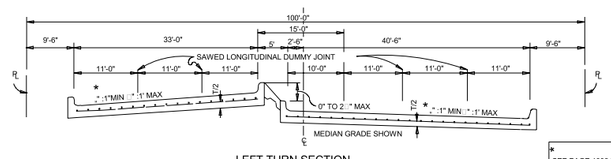
CROSS STREET	TRANSITION LENGTH 'A'	MINIMUM STORAGE 'B'	CURVE #1 RADIUS	CURVE #2 RADIUS	LANE WIDTH(S)
LOCAL	109.09'	90'	400'	200'	10'
COLLECTOR	109.09'	100'	400'	200'	10'
MINOR ARTERIAL	109.09'	150'	400'	200'	10'
PRINCIPAL ARTERIAL	133.79'	150'	600'	300'	10'
SPECIAL MOVEMENTS					
STANDARD DOUBLE LEFT TURN	197.78'	100'	600'	300'	2-11'
MINIMUM DOUBLE LEFT TURN	188.68'	100'	600'	300'	2-10'
RIGHT TURN	109.09'	90'	400'	200'	10'



REGULAR SECTION

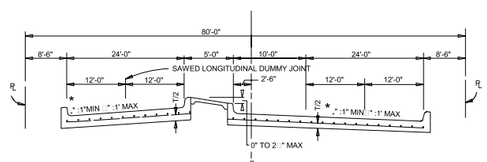


REGULAR SECTION

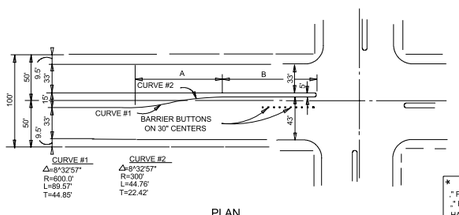


LEFT TURN SECTION

* SEE PAGE 1006 FOR ALTERNATE DESIGN USING PARABOLIC SECTIONS



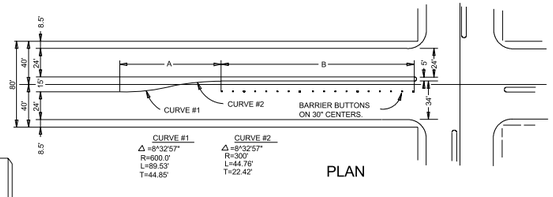
LEFT TURN SECTION



PLAN

TYPE M-6-D(A) PAVEMENT

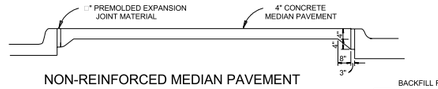
* " PER FOOT NORMAL MINIMUM ." PER FOOT ONLY ON STREETS HAVING GRADES OF 1.00% OR MORE.



PLAN

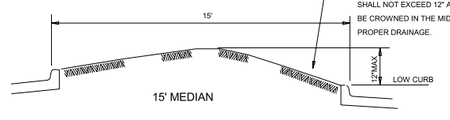
TYPE S-4-D DIVIDED SECTION

TYPICAL SECTIONS-DIVIDED ARTERIAL STREETS



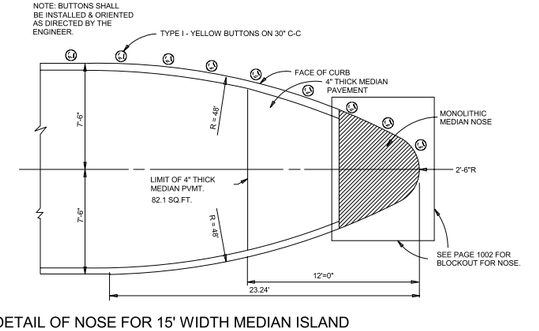
NON-REINFORCED MEDIAN PAVEMENT

BACKFILL FOR MEDIAN SHALL CONSIST OF EXCESS EXCAVATION. THERE SHALL BE NO PAY ITEM FOR ANY FILL MATERIAL PLACED WITHIN THE MEDIAN. MAX. FILL SHALL NOT EXCEED 12" AND SHALL BE CROWNED IN THE MIDDLE FOR PROPER DRAINAGE.



15' MEDIAN

NOTE: BUTTONS SHALL BE INSTALLED & ORIENTED AS DIRECTED BY THE ENGINEER.



DETAIL OF NOSE FOR 15' WIDTH MEDIAN ISLAND

PAVING DETAILS					
PAVING SECTIONS AND STREET					
LAYOUTS WITH MEDIAN DETAILS					
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION					
CITY OF DALLAS, TEXAS					
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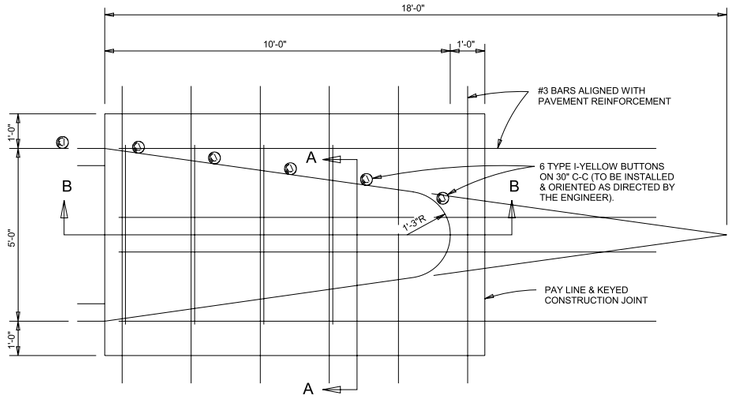
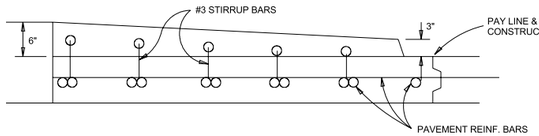
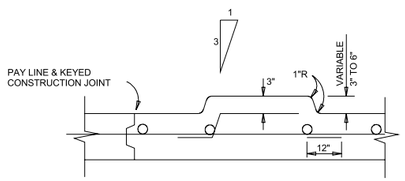


MONOLITHIC MEDIAN NOSE



NOTE: MONOLITHIC MEDIAN NOSE & PAVEMENT WITHIN PAY LINES SHALL BE PAID FOR PER EACH, COMPLETE IN PLACE.

SECTION B-B



SECTION A-A

PAVING DETAILS

MONOLITHIC MEDIAN NOSE

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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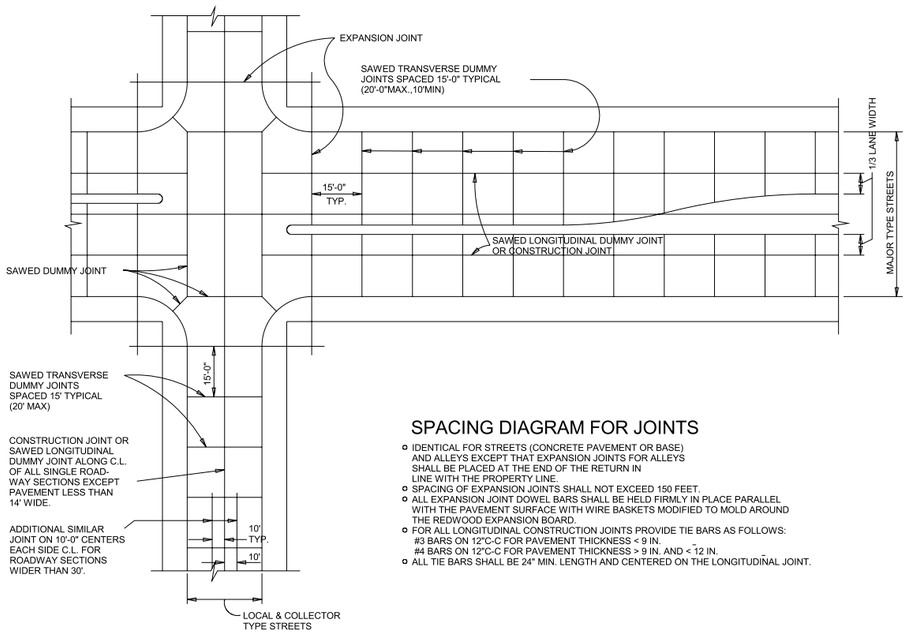
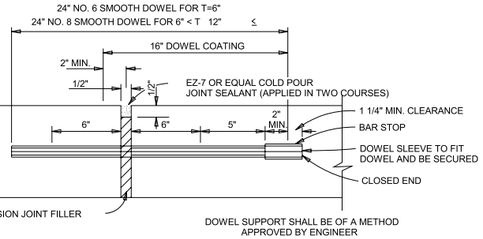


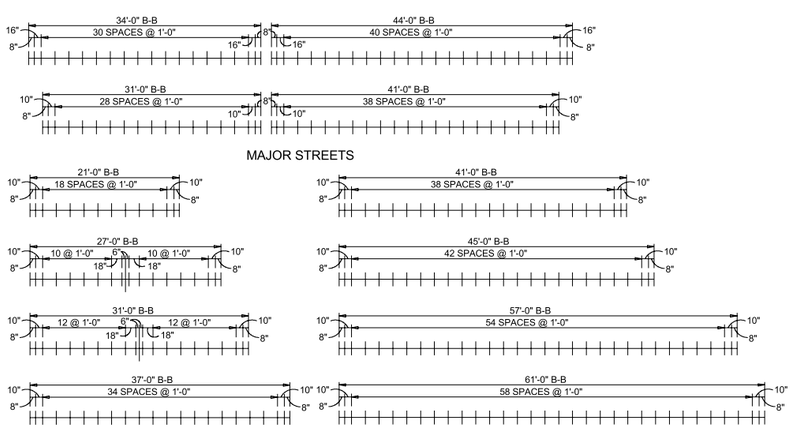
SPACING DIAGRAM FOR JOINTS

- IDENTICAL FOR STREETS (CONCRETE PAVEMENT OR BASE) AND ALLEYS EXCEPT THAT EXPANSION JOINTS FOR ALLEYS SHALL BE PLACED AT THE END OF THE RETURN IN LINE WITH THE PROPERTY LINE.
- SPACING OF EXPANSION JOINTS SHALL NOT EXCEED 150 FEET.
- ALL EXPANSION JOINT DOWEL BARS SHALL BE HELD FIRMLY IN PLACE PARALLEL WITH THE PAVEMENT SURFACE WITH WIRE BASKETS MODIFIED TO MOLD AROUND THE REDWOOD EXPANSION BOARD.
- FOR ALL LONGITUDINAL CONSTRUCTION JOINTS PROVIDE TIE BARS AS FOLLOWS:
  #3 BARS ON 12"C-C FOR PAVEMENT THICKNESS < 9 IN.
  #4 BARS ON 12"C-C FOR PAVEMENT THICKNESS > 9 IN. AND < 12 IN.
- ALL TIE BARS SHALL BE 24" MIN. LENGTH AND CENTERED ON THE LONGITUDINAL JOINT.

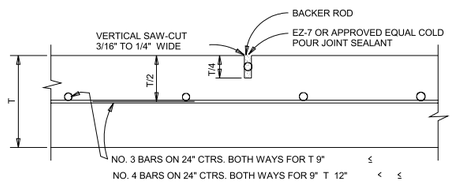


TRANSVERSE EXPANSION JOINT

IDENTICAL FOR STREETS AND ALLEYS

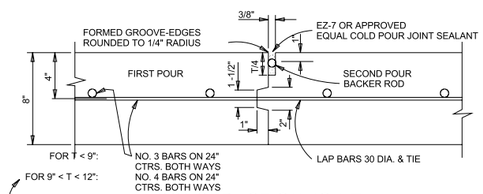


SPACING DIAGRAM FOR DOWELS AT EXPANSION JOINTS



SAWED DUMMY JOINT

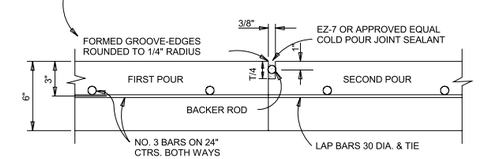
IDENTICAL FOR STREETS AND ALLEYS EXCEPT ALLEY LONGITUDINAL REINFORCEMENT BARS



CONSTRUCTION JOINT

FOR 8" THICKNESS PAVEMENT OR BASE

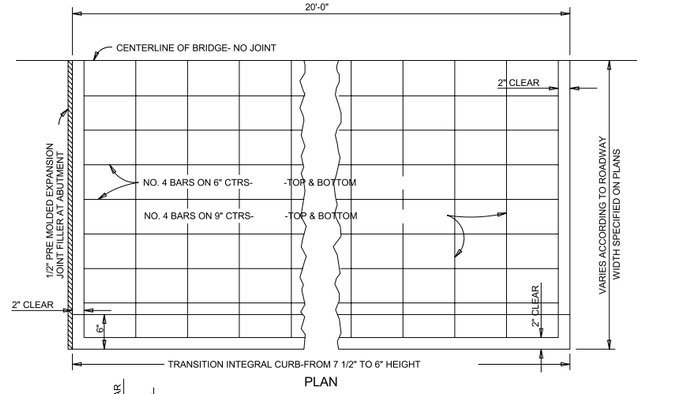
CHANGE BAR SPACING ACROSS JOINTS TO 12" CTRS. FOR LONGITUDINAL JOINTS



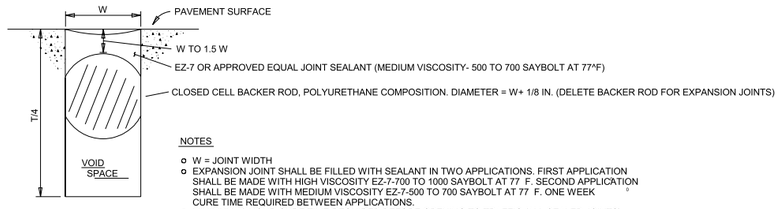
CONSTRUCTION JOINT

FOR 6" MINIMUM THICKNESS PAVEMENT OR BASE

IDENTICAL FOR STREETS AND ALLEYS EXCEPT ALLEY LONGITUDINAL REINFORCEMENT BARS



BRIDGE APPROACH SLAB



NOTES

- W = JOINT WIDTH
- EXPANSION JOINT SHALL BE FILLED WITH SEALANT IN TWO APPLICATIONS. FIRST APPLICATION SHALL BE MADE WITH HIGH VISCOSITY EZ-7-700 TO 1000 SAYBOLT AT 77 F. SECOND APPLICATION SHALL BE MADE WITH MEDIUM VISCOSITY EZ-7-500 TO 700 SAYBOLT AT 77 F. ONE WEEK CURE TIME REQUIRED BETWEEN APPLICATIONS.
- MINIMUM 48 HOUR CURE TIME REQUIRED BEFORE OPENING TO TRAFFIC (ALL SEALED JOINTS).
- FOR GRADE EXCEEDING 10%, HIGH VISCOSITY EZ-7 SHALL BE USED FOR SEALING ALL LONGITUDINAL JOINTS.
- EZ-7 JOINT SEALANT PRODUCED BY EZ SEAL, LLC, 408 N. BOWSER, SUITE 104, . (RICHARDSON, TX., 75081 (972-669-9178)
- JOINTS IN FACE OF CURB SHALL BE SEALED WITH EZ-7 JOINT SEALANT HIGH VISCOSITY, COLD POUR OR EQUAL.

TYPICAL JOINT SEALING DETAIL

PAVING DETAILS

PAVEMENT JOINTS AND BRIDGE APPROACH SLAB

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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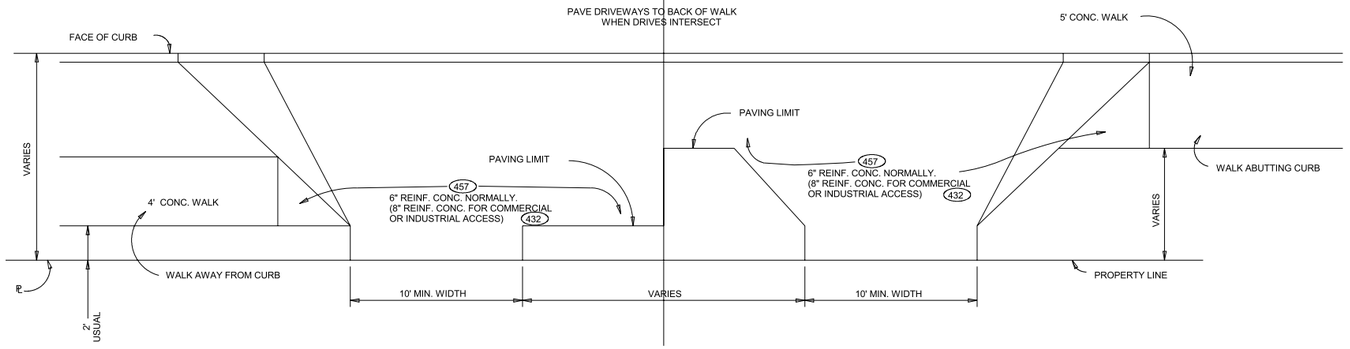
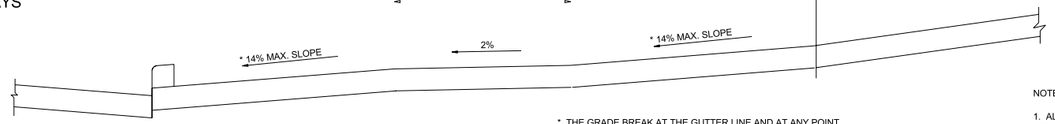
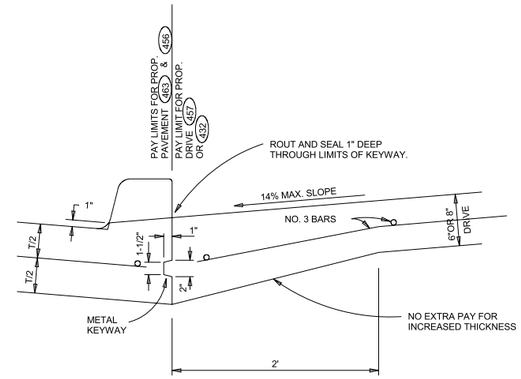


PAVING LIMITS FOR
INTERSECTING DRIVEWAYS



* THE GRADE BREAK AT THE GUTTER LINE AND AT ANY POINT WITHIN 10 FEET OF THE GUTTER LINE MUST NOT EXCEED 12 PERCENT UNLESS A VERTICAL CURVE IS PROVIDED.

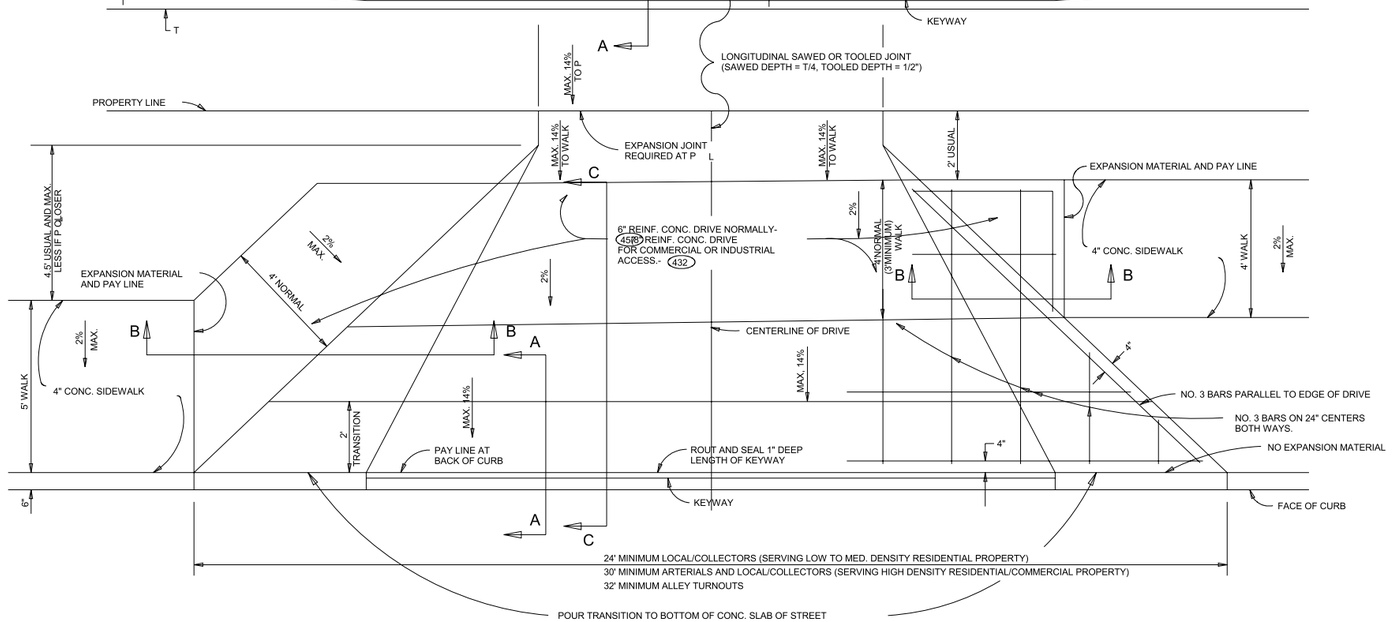
SECTION C-C



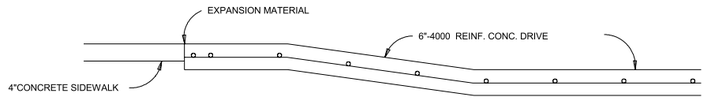
SECTION A-A

NOTES:

1. ALL SAWED DUMMY JOINTS SHALL BE SEALED WITH EZ-7 OR APPROVED EQUAL COLD POUR JOINT SEALANT.
2. TOOLED OR SAWED JOINT WILL BE REQUIRED AT CENTERLINE OF ALL DRIVEWAYS LESS THAN 24' WIDE. ADDITIONAL JOINTS WILL BE REQUIRED AT EQUAL SPACINGS FOR DRIVEWAYS WIDER THAN 24'.
3. OFFSETS IN DRIVES TO MATCH PROPOSED WALKS WILL BE BUILT MONOLITHIC WITH THE DRIVE.
4. PAVEMENT JOINTS WILL NOT EXTEND THROUGH DRIVE EXCEPT AS PROVIDED FOR IN NOTES 9 AND 10 BELOW FOR CENTERLINE DRIVEWAY JOINTS.
5. KEYWAY LIMITS WILL COINCIDE WITH LIMITS OF 1" CURB.
6. REINFORCING STEEL WILL NOT EXTEND THROUGH KEYWAY. DRIVE WILL NOT BE TIED TO PAVEMENT.
7. LENGTH OF TRANSITION FOR CURB AT EACH SIDE OF DRIVE MAY VARY DUE TO STREET GRADES AND REQUIREMENT TO HOLD MAXIMUM SLOPE OF 1"/1'.
8. AN EXPANSION JOINT WILL BE REPLACED AT THE PROPERTY LINE.
9. TRANVERSE SAWED DUMMY JOINTS SHALL BE CONSTRUCTED ON 15' SPACINGS FOR DRIVEWAYS AS MEASURED FROM THE BACK OF CURB.
10. LONGITUDINAL SAWED OR TOOLED DUMMY JOINTS SHALL BE CONSTRUCTED FROM THE GUTTER EDGE TO THE PROPERTY LINE FOR ALL DRIVEWAYS WIDER THAN 15'.
11. STREET JOINTS SHALL BE ADJUSTED IN LOCATIONS TO LINE UP WITH DRIVEWAY CENTERLINES.



DRIVEWAY TURNOUT DETAIL
ALL STREETS



SECTION B-B

PAVING DETAILS

DRIVEWAY TURNOUTS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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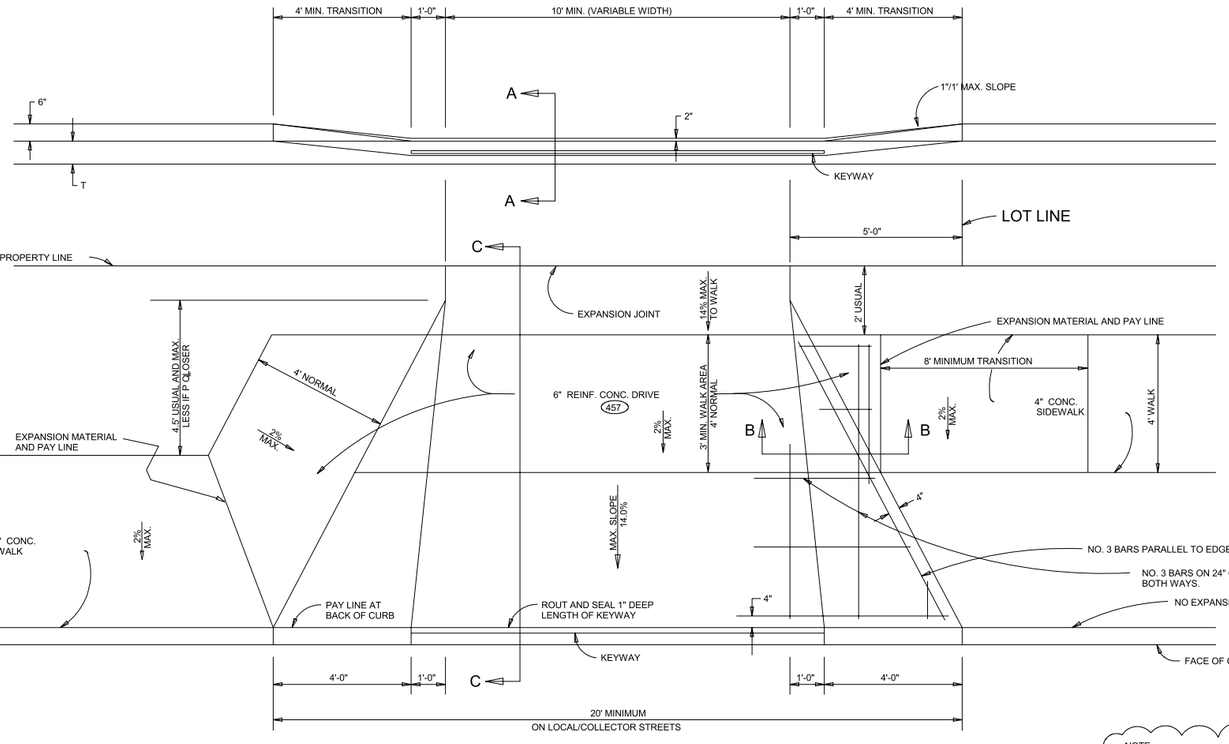
C. O. D.	A. B. & A.	APRIL 1997	251D	1	1004

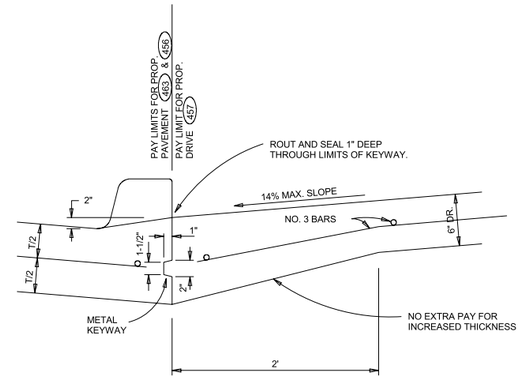


SPECIAL DRIVEWAY TURNOUT DETAIL

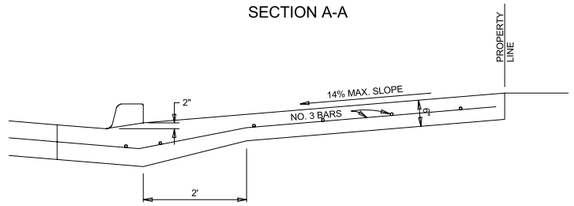
LOCAL STREETS

NOTE:

THIS DESIGN IS FOR USE ONLY FOR DRIVES CONSTRUCTED 5' OFF THE LOT LINE WHEN APPROVED BY THE CITY.



SECTION A-A



SECTION C-C

NOTES:

1. OFFSETS IN DRIVES TO MATCH PROPOSED WALKS WILL BE BUILT MONOLITHIC WITH THE DRIVE.

2. PAVEMENT JOINTS WILL NOT EXTEND THROUGH DRIVE.

3. KEYWAY LIMITS WILL COINCIDE WITH LIMITS OF 2" CURB.

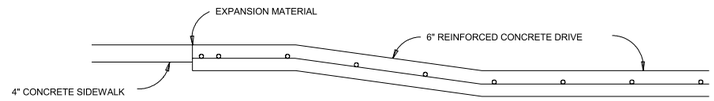
4. REINFORCING STEEL WILL NOT EXTEND THROUGH KEYWAY. DRIVE WILL NOT BE TIED TO PAVEMENT.

5. MAXIMUM SLOPE ON DRIVE IN ANY DIRECTION SHOULD BE TO RESPECT PRINCIPLES OF BARRIER FREE CONSTRUCTION.

6. LENGTH OF TRANSITION FOR CURB AT EACH SIDE OF DRIVE MAY VARY DUE TO STREET GRADES AND REQUIREMENT TO HOLD MAXIMUM SLOPE OF 1"/1'.

7. AN EXPANSION JOINT SHALL BE PLACED AT THE PROPERTY LINE.

8. NOTES 1, 2, 4, 10, 11, AND 12 ON PAGE 1004 CONCERNING PAVEMENT JOINTS APPLY TO THIS PAGE ALSO.



SECTION B-B

SPECIAL DRIVEWAY TURNOUTS

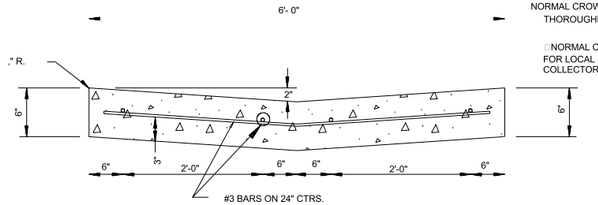
ONLY FOR DRIVEWAYS CONSTRUCTED 5 FEET

OFF THE LOT LINE

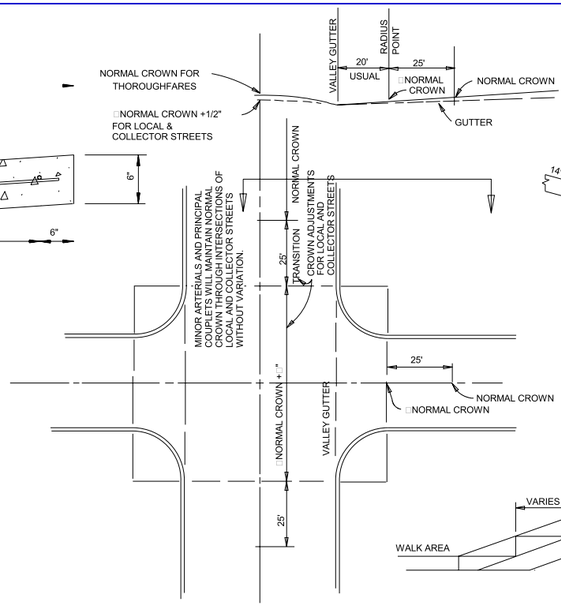
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

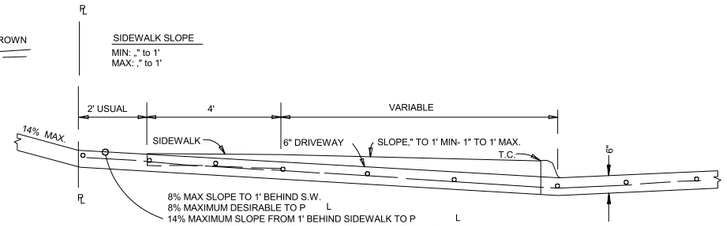
DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	1004A



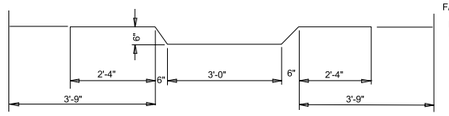
VALLEY GUTTER



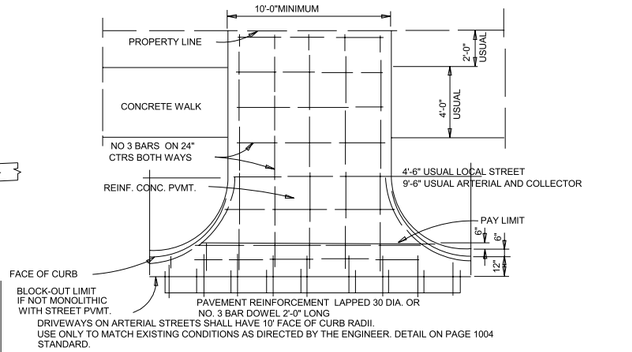
PARABOLIC CROWN
(ADJUSTMENT AT VALLEY GUTTER)



SECTION THRU. PRIVATE DRIVE

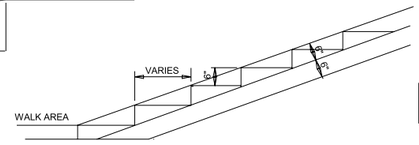


TRANSVERSE BAR DIAGRAM

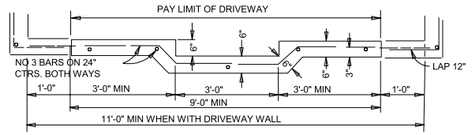


DRIVEWAYS ON ARTERIAL STREETS SHALL HAVE 10' FACE OF CURB RADII.
USE ONLY TO MATCH EXISTING CONDITIONS AS DIRECTED BY THE ENGINEER. DETAIL ON PAGE 1004 STANDARD.

DRIVEWAY PAVING DETAILS

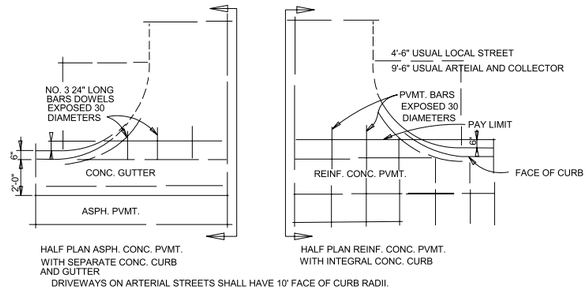


SIDE ELEVATION



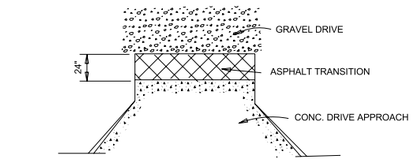
SECTION

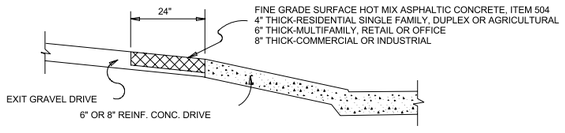
DRIVEWAY WITH STEPS IN CENTER



DRIVEWAYS ON ARTERIAL STREETS SHALL HAVE 10' FACE OF CURB RADII.

PLAN





CONCRETE DRIVE APPROACH CONNECTION

TO GRAVEL DRIVE

GENERAL NOTES

1. NOTES 1-12 ON PAGE 1004 ALSO APPLY TO THIS PAGE.
2. BAR LAPS SHALL BE 30 DIAMETERS.
3. ALTERNATE REINFORCEMENT FOR #3 BARS ON 24"C-C :
   - A. APPROVED WELDED WIRE FABRIC SHEETS MAY BE USED IN LIEU OF DEFORMED REINFORCING BARS.
   - B. THE WIRE FABRIC SHALL BE SUPPORTED ON 36" CENTERS BOTH WAYS BY APPROVED BAR CHAIRS.
   - C. THE SIZE OF THE WIRE FABRIC SHALL BE 12X12-W3.5XW3.5 WITH A NOMINAL DIA. OF 0.211 IN. & NOMINAL WT. OF 0.119 LBS/LIN. FT.

PAVING DETAILS

PAVING DETAILS FOR DRIVEWAYS
AND INTERSECTIONS
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
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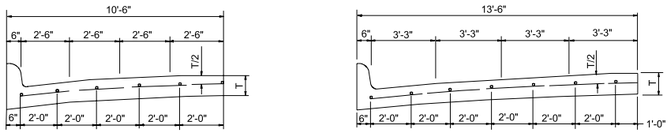
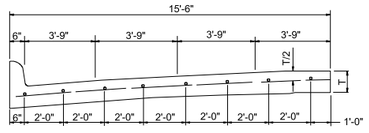
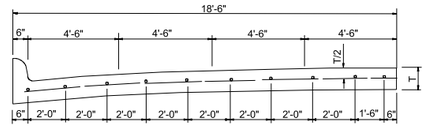
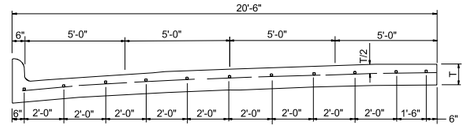
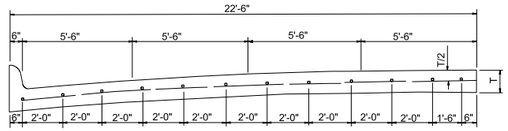
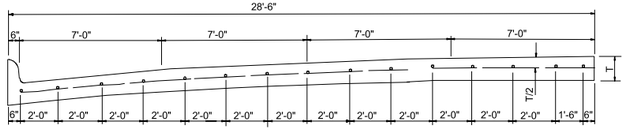


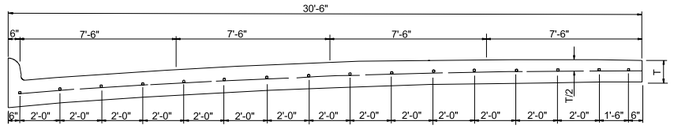










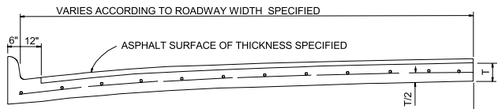


HALF SECTIONS- REINFORCED CONCRETE PAVEMENT AND CURBS

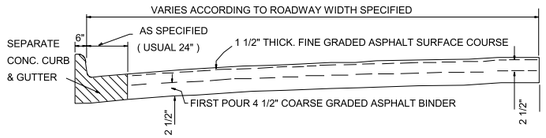
ALL BARS FOR T < 9" TO BE NO. 3 TRANSVERSE BARS TO BE SPACED ON 2'-0" CENTERS.
ALL BARS TO BE NO. 4 FOR 9" < T < 12"

ALL CROWNS TO BE PARABOLIC IN SECTION AND SYMMETRICAL ABOUT CENTERLINE.

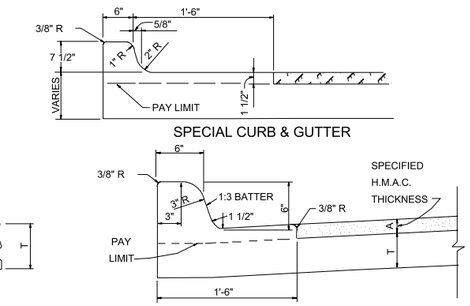
(ALTERNATE DESIGN USING PARABOLIC SECTIONS)



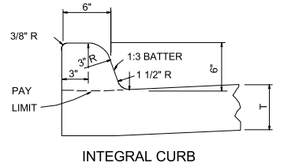
SCHEMATIC HALF SECTION OF REINFORCED CONCRETE BASE WITH INTEGRAL CURB & GUTTER AND ASPHALT SURFACE



SCHEMATIC HALF SECTION OF ASPHALT PAVEMENT WITH SEPARATE CONCRETE CURB & GUTTER



SPECIAL CURB & GUTTER



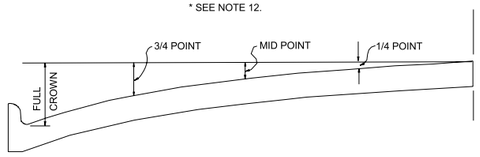
INTEGRAL CURB

INTEGRAL CURB & GUTTER

EXCEPT AS INDICATED ABOVE, ALL SECTION DETAILS SHALL BE IDENTICAL TO THOSE SHOWN ELSEWHERE ON THIS SHEET FOR COLLECTOR AND LOCAL TYPE STREETS.

TABLE OF CROWN HEIGHTS AND ORDINATES FOR VARIOUS PARABOLIC SECTIONS

* SEE NOTE 12.



ROADWAY WIDTH	TYPE SURFACE	TOTAL CROWN	3/4 POINT	MID POINT	1/4 POINT
20'	CONCRETE	3"	1-11/16"	3/4"	3/16"
20'	ASPHALT	4"	2-1/4"	1"	1/4"
26'	CONCRETE	4"	2-1/4"	1"	1/4"
26'	ASPHALT	5"	2-13/16"	1-1/4"	5/16"
33'	CONCRETE	6"	3-3/8"	1-1/2"	3/8"
33'	ASPHALT	7"	3-15/16"	1-3/4"	7/16"
36'	CONCRETE	6"	3-3/8"	1-1/2"	3/8"
36'	ASPHALT	7"	3-15/16"	1-3/4"	7/16"
40'	CONCRETE	6"	3-3/8"	1-1/2"	3/8"
40'	ASPHALT	7"	3-15/16"	1-3/4"	7/16"
44'	CONCRETE	6"	3-3/8"	1-1/2"	3/8"
44'	ASPHALT	7"	3-15/16"	1-3/4"	7/16"
56'	CONCRETE	8"	4-1/2"	2"	1/2"
56'	ASPHALT	9"	5-1/16"	2-1/4"	9/16"
60'	CONCRETE	8"	4-1/2"	2"	1/2"
60'	ASPHALT	9"	5-1/16"	2-1/4"	9/16"

STANDARD PAVEMENT THICKNESS (T) OF STREETS FOR VARIOUS STREET CLASSIFICATIONS AND TRAFFIC DESIGN LOADING ARE AS FOLLOWS:

CLASSIFICATION	T
-LOCAL STREET, NOT ON BUS ROUTE.	6"
-LOCAL STREET, ON BUS ROUTE.	6"
-RESIDENTIAL COLLECTOR	8"
-COMMUNITY COLLECTOR NORMAL TRAFFIC DESIGN LOADING.	9"
-COMMUNITY COLLECTOR HEAVY TRAFFIC DESIGN LOADING.	10"
-PRINCIPAL AND MINOR ARTERIALS, NORMAL TRAFFIC DESIGN LOADING.	9"
-PRINCIPAL AND MINOR ARTERIALS, HEAVY TRAFFIC DESIGN LOADING.	11"
-CBD STREETS	10"ON 4" CTB
-CBD STREETS (ALTERNATE DESIGN)	10"ON 8"CEMENT STABILIZED SUBGRADE (10%)

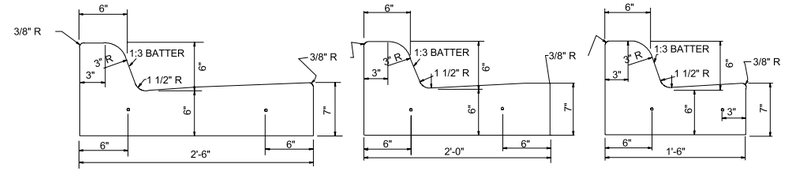
SEE PAVING DESIGN MANUAL, TABLE V-1 FOR DESIGN DETAILS

ALL DETAILS RELATING TO CROWN HEIGHTS AND CONTOUR SHALL BE IDENTICAL TO THOSE SHOWN FOR " REINFORCED CONCRETE BASE WITH ASPHALT SURFACE." ASPHALT SHALL BE PLACED IN LIFTS OF NO MORE THAN 3 INCHES.

GENERAL NOTES FOR ALL TYPES OF REINFORCED CONCRETE PAVEMENT OR BASE -- ARTERIAL, COLLECTOR, & LOCAL.

1. ALL SUBGRADE COMPACTION UNDER STREET PAVEMENT SHALL BE 98% STANDARD PROCTOR DENSITY AT +2% OF OPTIMUM MOISTURE.
2. THE MINIMUM COMPRESSIVE STRENGTH OF CONCRETE AT 28 DAYS SHALL BE AS INDICATED ON THE PLANS AND ON THE SPECIFICATIONS.
3. BARS SHALL CONFORM TO CITY OF DALLAS STANDARD SPECIFICATIONS AND BE GRADE 40 ksi DEFORMED REINFORCING BARS. SIZES AND SPACING SHALL BE AS INDICATED HEREIN EXCEPT SUCH ALTERNATES THAT MAY BE ALLOWED IN THE SPECIFICATIONS.
4. ALL CURB AND CURB & GUTTER SHALL BE INTEGRAL WITH PAVEMENT OR BASE EXCEPT THAT FOR ASPHALT PAVEMENT.
5. AS REFLECTED IN "TABLE OF CROWN HEIGHTS AND ORDINATES FOR VARIOUS PARABOLIC SECTIONS", TOTAL CROWN HEIGHTS FOR ASPHALT PAVEMENT AND CONCRETE BASE WITH ASPHALT SURFACE SHALL BE UNIFORMLY ONE INCH GREATER THAN THOSE INDICATED FOR CONCRETE SURFACES, WIDTH FOR WIDTH OF ROADWAY.
6. CROWNS FOR ALL DIVIDED ARTERIAL STREET TYPE SHALL BE STRAIGHT LINE SLOPES.
7. CROWNS FOR ALL UNDIVIDED ARTERIAL, LOCAL OR COLLECTOR STREET TYPES MAY BE PARABOLIC OR STRAIGHT IN SECTION.
8. DETAIL AND ARRANGEMENT OF JOINTS, ALL TYPES, SHALL BE AS SHOWN ON SHEET 1003.
9. INTEGRAL CONCRETE CURB AND CURB & GUTTER SHALL BE OF THE SAME COMPRESSIVE STRENGTH AS THE PAVEMENT OR BASE.
10. SEPARATE CONCRETE CURB & GUTTER SHALL BE OF THE STRENGTH SPECIFIED ON THE PLANS.
11. SEPARATE CONCRETE CURB & GUTTER SHALL BE MARKED 3/8 " DEEP WITH AN APPROVED TOOL IN 15 FOOT SECTIONS. EACH FOURTH JOINT SHALL BE AN EXPANSION JOINT CONFORMING IN DETAILS TO THOSE SHOWN IN "PART C" FOR PAVEMENT EXCEPT THAT THE FILLER SHALL BE OF 1/2 INCH PRE-MOLDED BITUMINOUS JOINT MATERIAL SHAPED SIMILAR TO THE CROSS SECTION OF CURB & GUTTER. THREE DOWELS SHALL BE EMPLOYED FOR EACH EXPANSION JOINT.
12. BAR LAPS SHALL BE 30 DIAMETERS.
13. SIX INCHES OF LIME STABILIZED SUBGRADE REQUIRED WHEN THE SOIL P.I. IS GREATER THAN 15 FOR LOCAL STREETS.

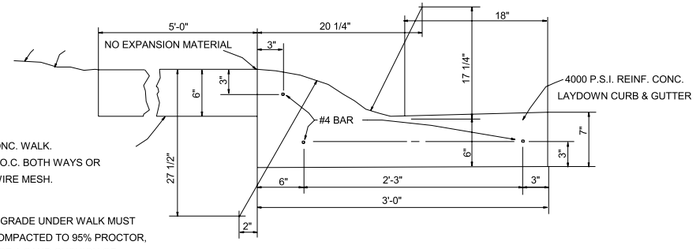
-EIGHT INCHES OF LIME OR CEMENT TREATED SUBGRADE REQUIRED WHEN THE SOIL P.I. IS GREATER THAN 15 FOR COLLECTOR OR ARTERIAL STREETS, NORMAL TRAFFIC DESIGN LOADING.
-EIGHT INCHES OF CEMENT MODIFIED SUBGRADE (AT 4% DRY WEIGHT OF SOIL) FOR ARTERIAL STREETS WHEN SOIL P.I. IS LESS THAN OR EQUAL TO 15, NORMAL TRAFFIC DESIGN LOADING.
-EIGHT INCHES OF CEMENT STABILIZED SUBGRADE FOR COMMUNITY COLLECTOR AND ARTERIAL STREETS REGARDLESS OF SOIL P.I. FOR HEAVY TRAFFIC LOADING DESIGNS. (SEE PAVING DESIGN MANUAL, TABLE V-1)
-CBD STREETS REQUIRE 4" CTB, 650 PSI COMPRESSIVE STRENGTH ON 6" COMPACTED SUBGRADE WITH 10" THICK REINFORCED CONCRETE PAVEMENT, REGARDLESS OF SOIL P.I. OR, IN THE ALTERNATE, 8 INCHES OF CEMENT STABILIZED SUBGRADE (AT 10% OF DRY WEIGHT OF SOIL) WITH 10" THICK REINFORCED CONCRETE PAVEMENT. SEE PAVING DESIGN MANUAL, TABLE V-1 FOR DESIGN DETAILS.



SEPARATE CURB & GUTTER
REINFORCEMENT SHALL BE NO. 4 BARS

NOTE: SEPARATE CURB WITH 12" AND 18" GUTTER SHALL BE USED ONLY AS REPLACEMENT TO MATCH EXISTING CONDITIONS.

CURB AND CURB & GUTTER



6" REINF. CONC. WALK.
#3 BARS 24" O.C. BOTH WAYS OR 6"X6"-6GA. WIRE MESH.

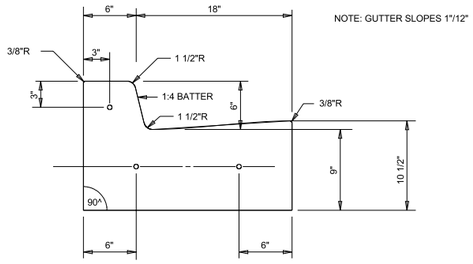
NOTES: SUBGRADE UNDER WALK MUST BE COMPACTED TO 95% PROCTOR, OR USE A SAND CUSHION OF 4" MIN. THICKNESS.

MOUNTABLE CURB AND GUTTER DETAILS
REINF. CONC. WALK DETAILS

PAVING DETAILS

PAVEMENT HALF SECTIONS
AND CURB SECTIONS
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
CITY OF DALLAS, TEXAS

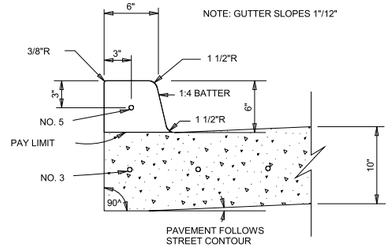
DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C.O.D.	A. B. & A.	APRIL 1997	251D	1	1006



REINFORCEMENT SHALL BE NO. 5 BARS

CBD SEPARATE CURB & GUTTER

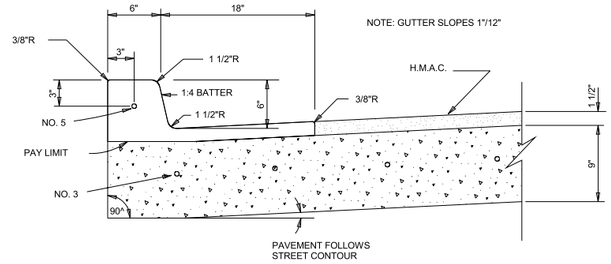
SCALE: 1 1/2" = 1'



REINFORCEMENT SHALL BE AS NOTED

CBD INTEGRAL CURB

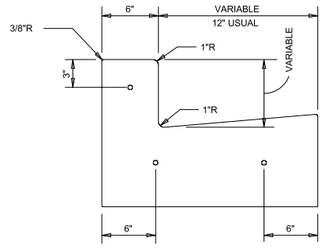
SCALE: 1 1/2" = 1'



REINFORCEMENT SHALL BE AS NOTED

CBD INTEGRAL CURB & GUTTER

SCALE: 1 1/2" = 1'

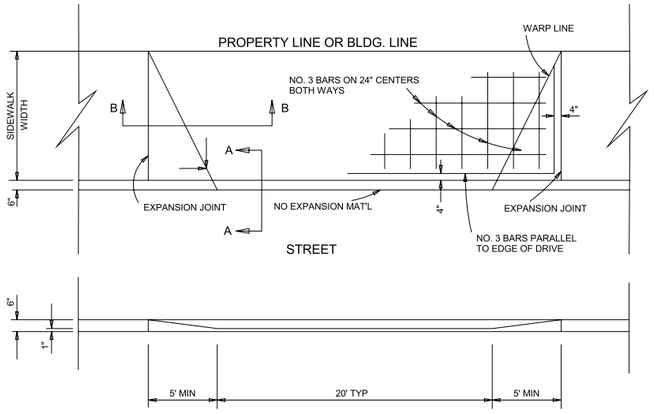


CBD SEPARATE CURB & GUTTER

FOR REPLACEMENT OF MID-BLOCK

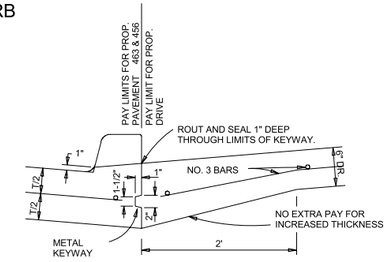
SECTIONS TO MATCH EXISTING

NO SCALE



CBD DRIVEWAY TURNOUT DETAIL

SCALE: 1" = 5'



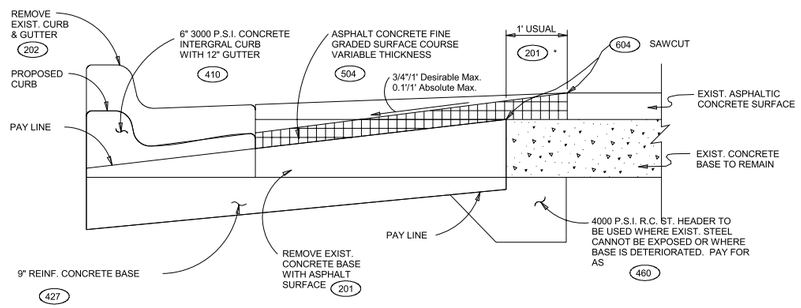
SECTION A-A

NO SCALE

NOTES:

1. STANDARD PAVEMENT FOR CBD STREETS IS INTEGRAL CURB WITH 10" THICK REINFORCED CONCRETE PAVEMENT ON 4" CTB 650 PSI. NO ASPHALT SURFACES. ANY EXCEPTIONS MUST BE PROVIDED FOR IN THE PLANS APPROVED FOR THE PROJECT.
2. 9" BASE USED WITH STANDARD 4" CTB, 650 PSI DESIGN: 9" BASE USED ON ALTERNATE 8" CEMENT STABILIZED SUBGRADE (@10%) DESIGN
3. KEYWAY LIMITS WILL COINCIDE WITH LIMITS OF 1" CURB.
4. REINFORCING STEEL WILL NOT EXTEND THROUGH KEYWAY. DRIVE WILL NOT BE TIED TO PAVEMENT.
5. MAXIMUM SLOPE ON DRIVE IN ANY DIRECTION SHOULD BE 1" PER 1'. TO RESPECT PRINCIPLES OF BARRIER FREE CONSTRUCTION.
6. LENGTH OF TRANSITION FOR CURB AT EACH SIDE OF DRIVE MAY VARY DUE TO STREET GRADES AND REQUIREMENT TO HOLD MAXIMUM SLOPE OF 1" PER 1'.

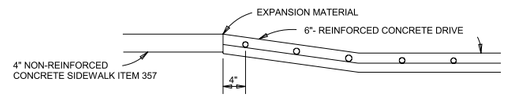
* REMOVAL OF ASPHALT CONCRETE OVER CONCRETE BASE WHICH WILL REMAIN IN PLACE WILL BE PAID FOR AS (201)



CBD PAVEMENT REPLACEMENT

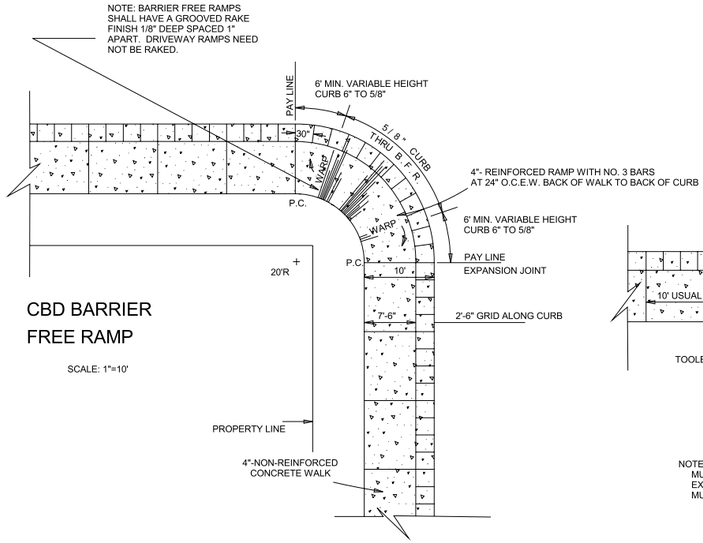
NO SCALE

7-16-85



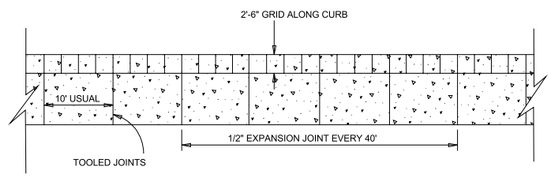
SECTION B-B

NO SCALE



CBD BARRIER FREE RAMP

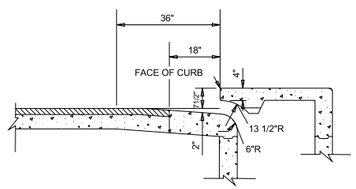
SCALE: 1"=10'



TYPICAL SIDEWALK

SCALE: 1"=10'

NOTE: TOOLED JOINTS FOR SIDEWALKS AGAINST CURB MUST MATCH STREET PAVING JOINTS. EXPANSION JOINTS FOR SIDEWALKS AGAINST CURB MUST ALIGN WITH THE EXPANSION JOINTS IN STREET PAVEMENT.



CBD DETAIL FOR SHALLOW DEPRESSION INLETS

SCALE: 1/2"=1'

NOTE: SEE PAGE 2004 FOR REINFORCEMENT DETAILS

MISCELLANEOUS DETAILS					
CBD					
SPECIAL DETAILS					
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION					
CITY OF DALLAS, TEXAS					
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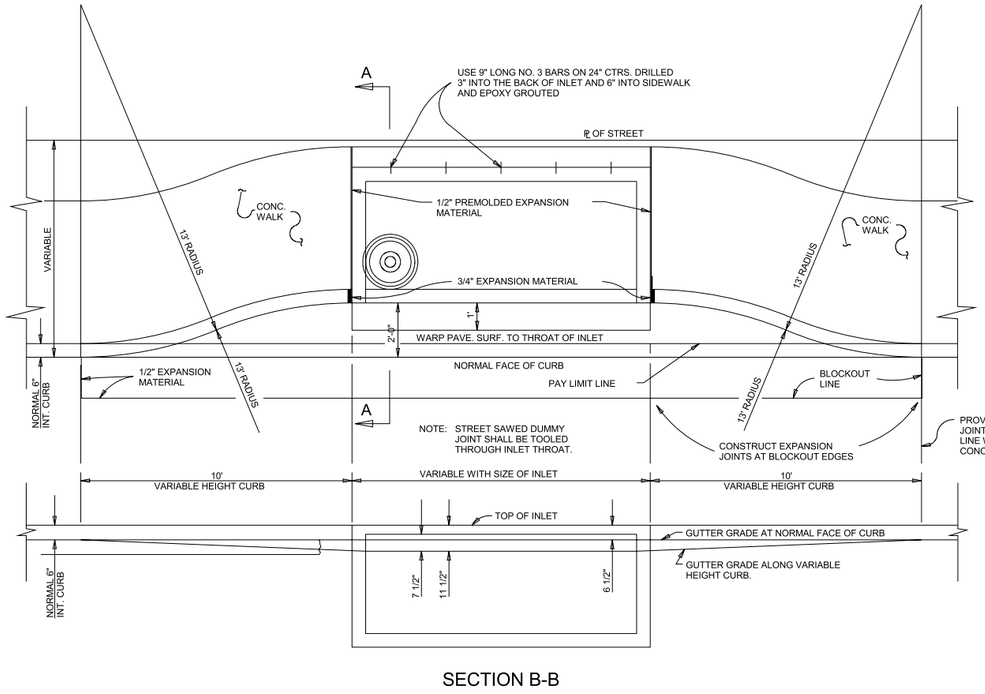
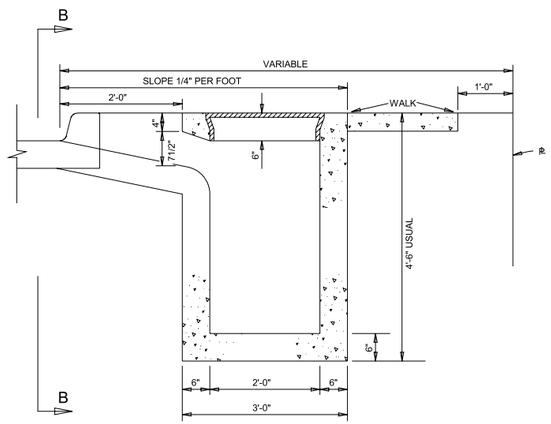
C. O. D.	A. B. & A.	APRIL 1997	251D	1	1007

STANDARD RECESSED STORM DRAINAGE INLETS & CURBS

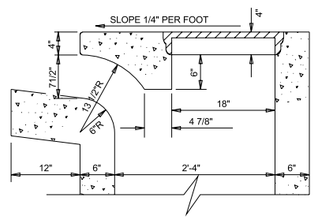


SECTION B-B



SECTION A-A

FOR 36", 48" & 60" INLETS

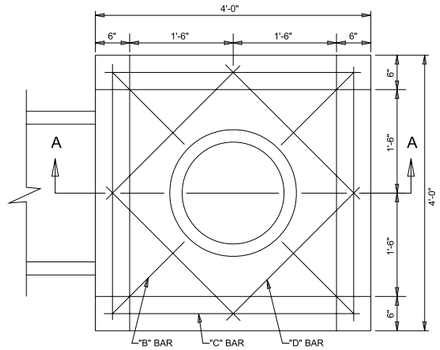


SECTION A-A

FOR 6', 8' & 10' INLETS

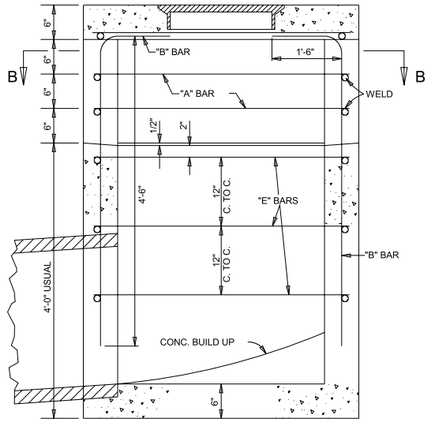
NOTE:
1. SEE PAGE 2004 FOR REINFORCING & BEAM DESIGN.
2. PLASTIC OR NEOPRENE COATED STEEL STEPS SHALL BE PROVIDED FOR ALL EXTRA DEPTH INLETS GREATER THAN 4.5' AND SHALL BE EMBEDDED SECURELY INTO BACK OF INLET ON 15" CENTERS VERTICALLY AND STAGGERED ON 12" CENTERS HORIZONTALLY.
3. SEE DETAIL ABOVE FOR PROPER INLET TIE-IN TO ADJACENT SIDEWALK FOR ALL SIZE INLETS THAT ARE ADJACENT TO SIDEWALKS.
4. GENERAL NOTES 1-10 ON SHEET 2003 ALSO APPLY TO THIS SHEET.
5. EXPANSION JOINTS SHALL BE CONSTRUCTED ALONG EDGES OF ALL STREET INLET PAVEMENT BLOCKOUTS.
6. CONCRETE FOR INLETS TOPS SHALL BE CLASS HAND FINISH CONCRETE (4500 psi) WHEN USED IN STREETS AND ALLEYS.

SPECIAL "Y" INLET



NOTES: DEPTH OF INLETS MAY VARY TO SUIT CONDITIONS IN THE FIELD OR AS SPECIFIED ON PLANS.

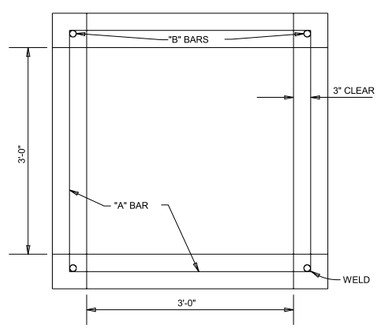
USE CITY OF DALLAS STANDARD INLET FRAME & COVER PAGE 2004 (22 1/8 " FRAME)



SECTION A-A

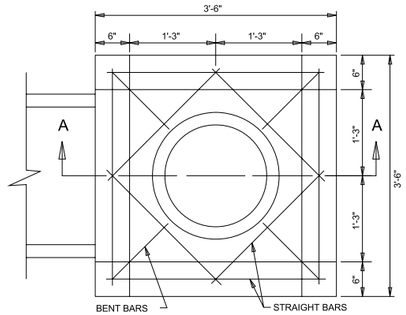
"A" BARS SHALL BE NO. 8 BARS PLACED AS SHOWN & WELDED AT EACH CORNER OF THE INLET.

ALL OTHER BARS SHALL BE NO. 5 BARS PLACED AS SHOWN.

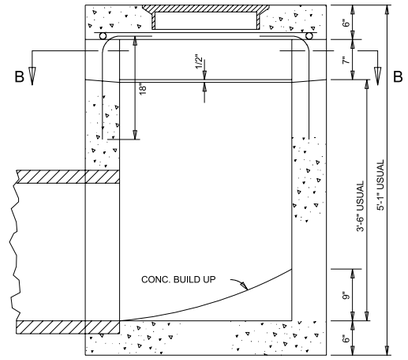


SECTION B-B

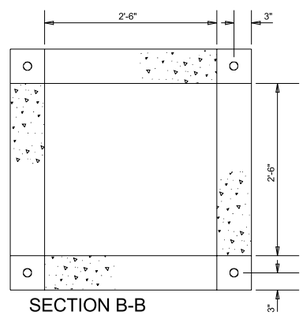
STANDARD TYPE "Y" INLET



ALL REINFORCING SHALL BE NO. 4 BARS.



SECTION A-A



SECTION B-B

DRAINAGE DETAILS

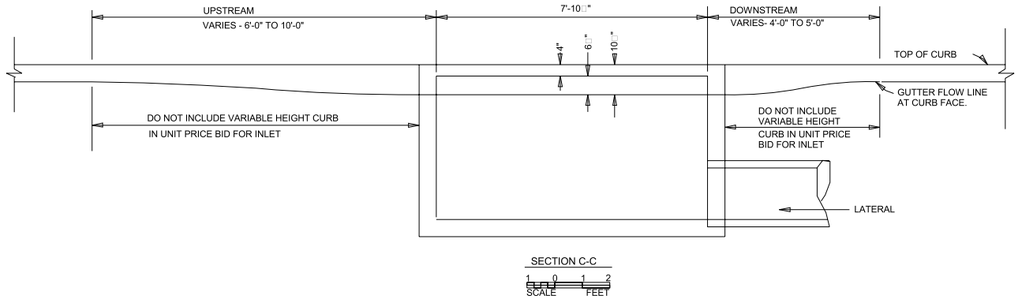
STANDARD INLETS & CURBS

"Y" TYPE INLETS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

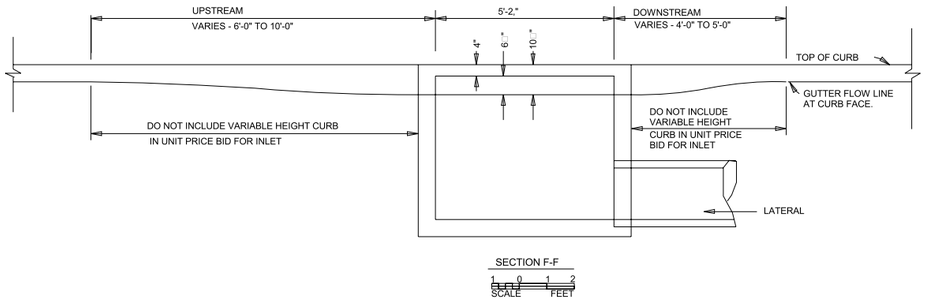
CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	2001



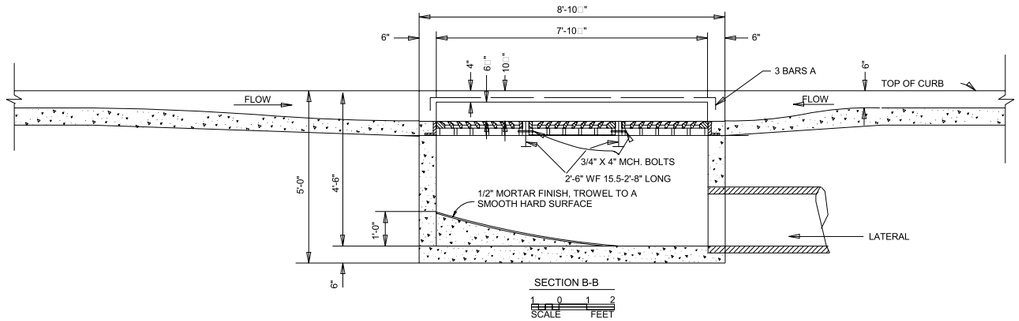
SECTION C-C

SCALE 1 0 1 2 FEET



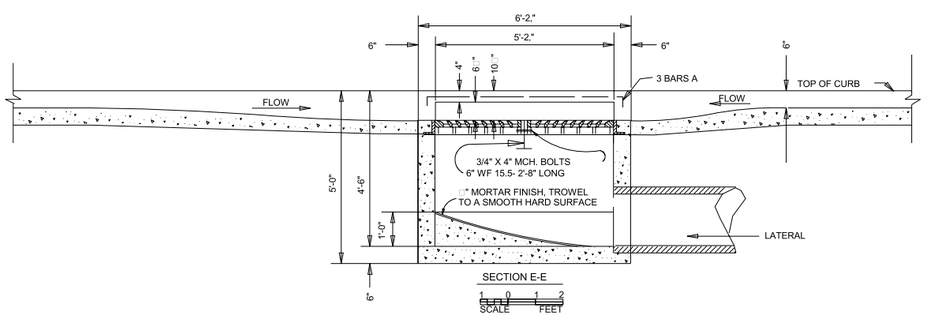
SECTION F-F

SCALE 1 0 1 2 FEET



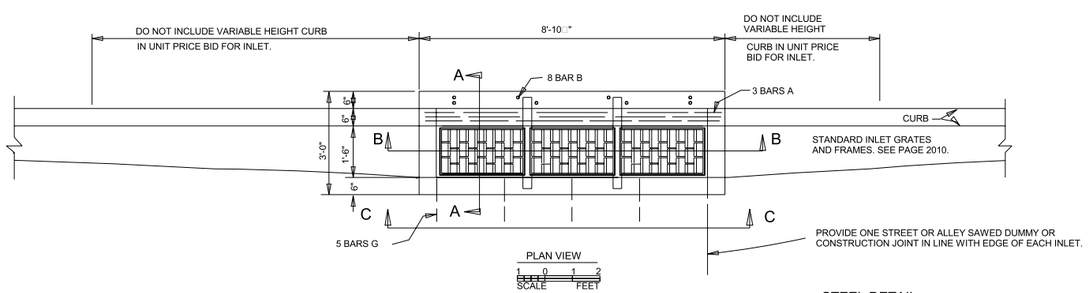
SECTION B-B

SCALE 1 0 1 2 FEET



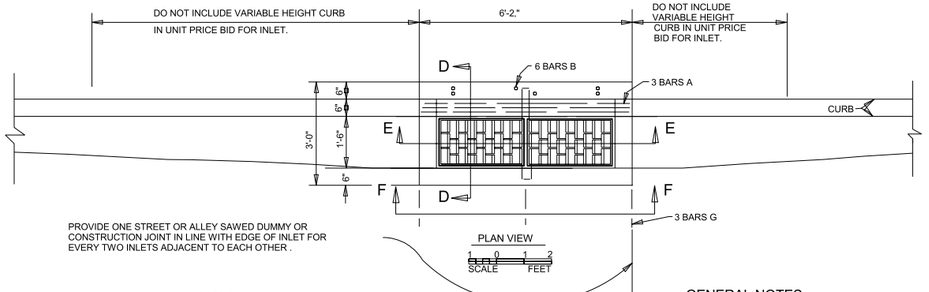
SECTION E-E

SCALE 1 0 1 2 FEET



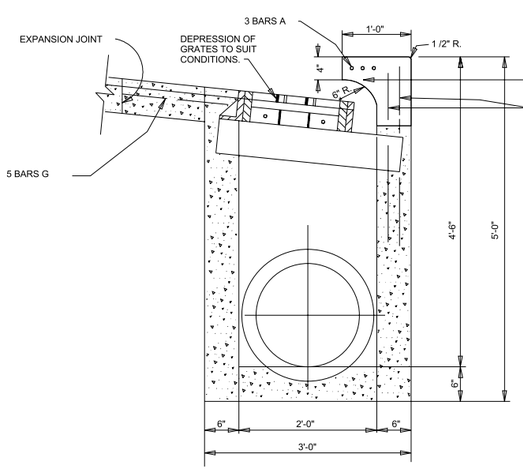
PLAN VIEW

SCALE 1 0 1 2 FEET



PLAN VIEW

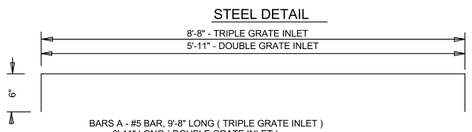
SCALE 1 0 1 2 FEET



SECTION A-A

SCALE 1 0 1 2 FEET

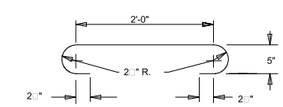
STEEL DETAIL



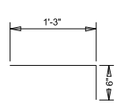
BARS A - #5 BAR, 9'-8" LONG (TRIPLE GRATE INLET)
6'-11" LONG (DOUBLE GRATE INLET),
3 REQUIRED.

SEE SHEET 2004 FOR
STEEL DETAILS FOR
WALLS & BOTTOM

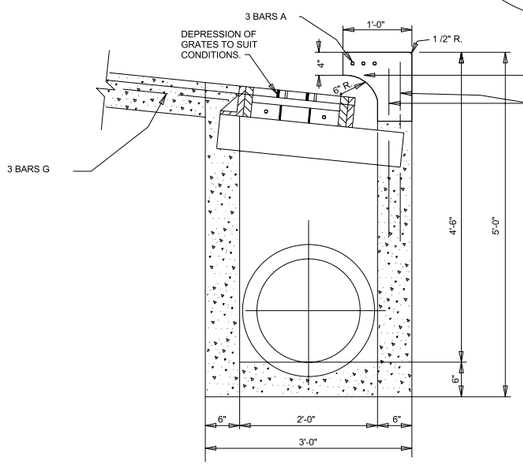
SEE SHEET 2010 FOR
STANDARD FRAME DETAIL
AND SHEET 9010 FOR
GRATE DETAILS.



BARS B - #5 BAR, 3'-9" LONG, 8 REQUIRED (TRIPLE
GRATE INLET) ; 6 REQUIRED (DOUBLE
GRATE INLET)

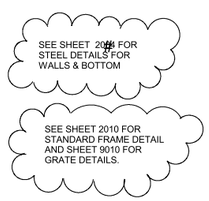


BARS G - #3 BAR, 1'-3" LONG, 5 REQUIRED (TRIPLE
GRATE INLET) ; 3 REQUIRED (DOUBLE
GRATE INLET)



SECTION D-D

SCALE 1 0 1 2 FEET



GENERAL NOTES:

1. PROVIDE EXPANSION JOINTS ALONG EDGES OF ALL STREET PAVEMENT BLOCKOUTS.
2. CONCRETE FOR INLET TOPS SHALL BE CLASS A HAND FINISH CONCRETE (4500 psi) WHEN USED IN STREETS AND ALLEYS.
3. TYPE " L " GRATES SHALL BE USED AS SHOWN ON SHEET 9010.
4. LATERAL MAY ENTER INLET AT ANY GRADE, ANGLE OR LOCATION. INCLUDE IN UNIT PRICE BID FOR STANDARD GRATE INLET COMPLETE IN PLACE ALL ITEMS, INCLUDING EXCAVATION.
5. REINFORCING STEEL AND CASTING SHALL CONFORM TO THE SPECIFICATIONS.
6. EXTRA DEPTH OF INLETS WILL BE DIMENSIONED ON PLANS. A SEPARATE BID ITEM PER FOOT OF EXTRA DEPTH WILL BE PROVIDED. STEPS WILL BE REQUIRED.
7. PROVIDE STREET AND ALLEY JOINTS AS SHOWN FOR INTEGRAL CONCRETE PAVEMENT.

DRAINAGE DETAILS

DOUBLE GRATE INLET

TRIPLE GRATE INLET

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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C. O. D.	A. B. & A.	APRIL 1997	251D	1	2002

STEEL SCHEDULE FOR 14-FOOT INLETS

BAR CODE	NO. REQ'D	BAR SIZE	LENGTH	SPACE	WEIGHT (LBS.)	DESCRIPTION AND REMARKS
A	12	4	16'-1"	*	129	SEE DETAILS * WALLS 13" CTR. * BOTTOM 12" CTR.
B	10	4	11'-2"	21□"	79	SEE DETAILS SEE SECTION "EE"
C	14	4	4'-9,"	18"	45	SEE DETAILS SEE SECTION "BB"
D	2	4	14'-1□"	8"	19	SEE DETAILS
F	7	4	16'-1"	*	75	SEE DETAILS * SEE SECTION "CC"
G	15	3	3'-9"	12"	28	SEE DETAILS * SEE SECTION "BB"
H	4	4	4'-7"	* 4,"	13	SEE DETAILS * SEE SECTION "EE"
J	12	3	3'-0"	16"	14	SEE DETAILS
K	2	4	3'-0"	*	4.00	STRAIGHT BARS * SEE SECTION "BB"
U	5	3	3'-9"	9…"	8	SEE DETAILS

TOTAL STEEL FOR 4'-6" STANDARD DEPTH INLET. 415 LBS.

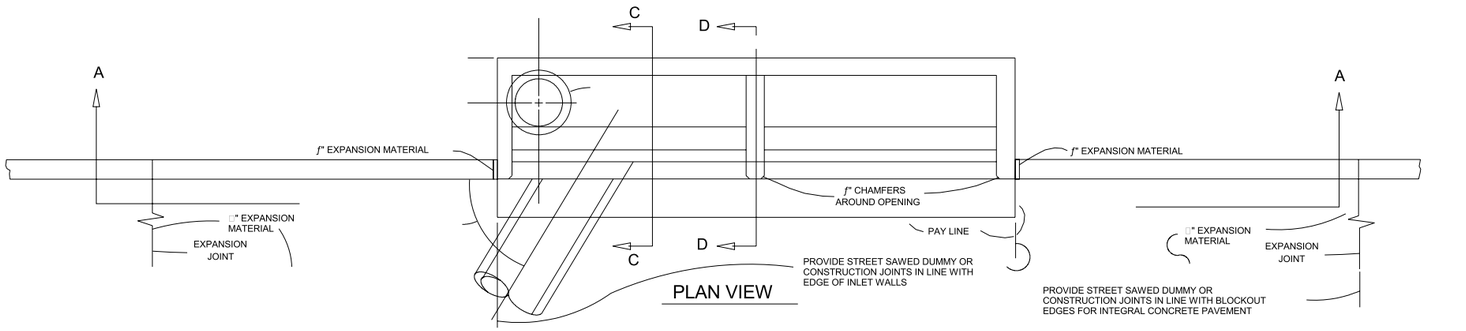
WEIGHT OF STEEL MAY VARY WITH INCREASED DEPTH OF INLET BY AN AVERAGE OF 17.5 LBS PER EACH □ FOOT OF EXTRA DEPTH.

5.25 CUBIC YARDS OF 3000 P.S.I. CONCRETE REQUIRED PER STANDARD INLET

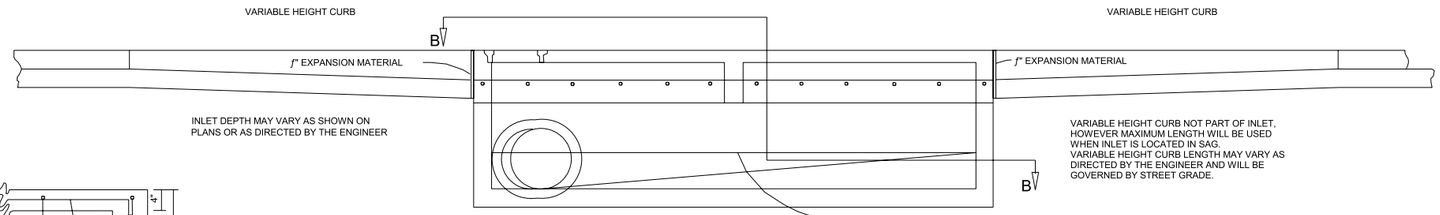
CONCRETE FOR EACH ADDITIONAL □ FOOT OF DEPTH 0.32 CU. YD.

ALTERNATE CONSTRUCTION

ALTERNATE PRECAST INLET BOTTOMS MAY BE APPROVED ON A INDIVIDUAL BASIS FOR INLETS IN STREETS AND ALLEYS ONLY. PRE-CAST INLETS SHALL BE OF EQUAL OR BETTER STRENGTH, MATERIAL AND WORK-MANSHIP, AND SHALL MEET THE STANDARD DESIGN CRITERIA OF THE CAST IN PLACE INLETS SHOWN IN THESE DETAILS.



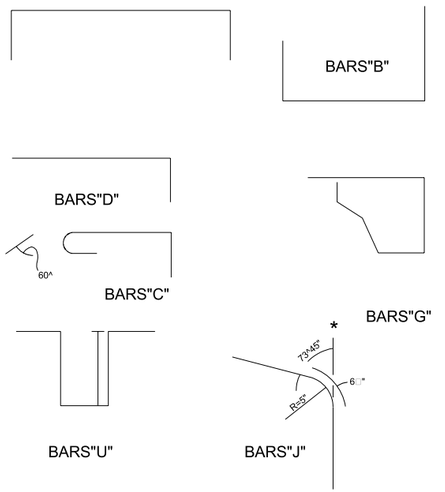
PLAN VIEW



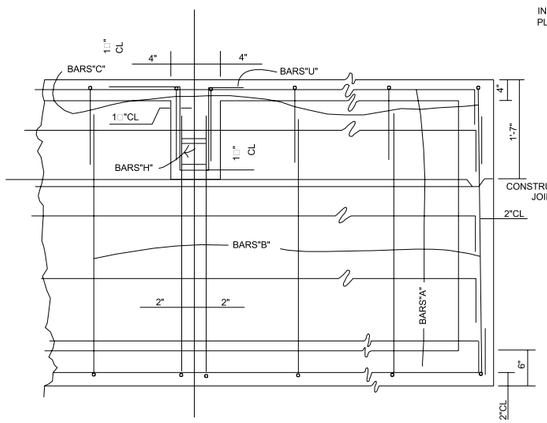
INLET DEPTH MAY VARY AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER

VARIABLE HEIGHT CURB NOT PART OF INLET, HOWEVER MAXIMUM LENGTH WILL BE USED WHEN INLET IS LOCATED IN SAG. VARIABLE HEIGHT CURB LENGTH MAY VARY AS DIRECTED BY THE ENGINEER AND WILL BE GOVERNED BY STREET GRADE.

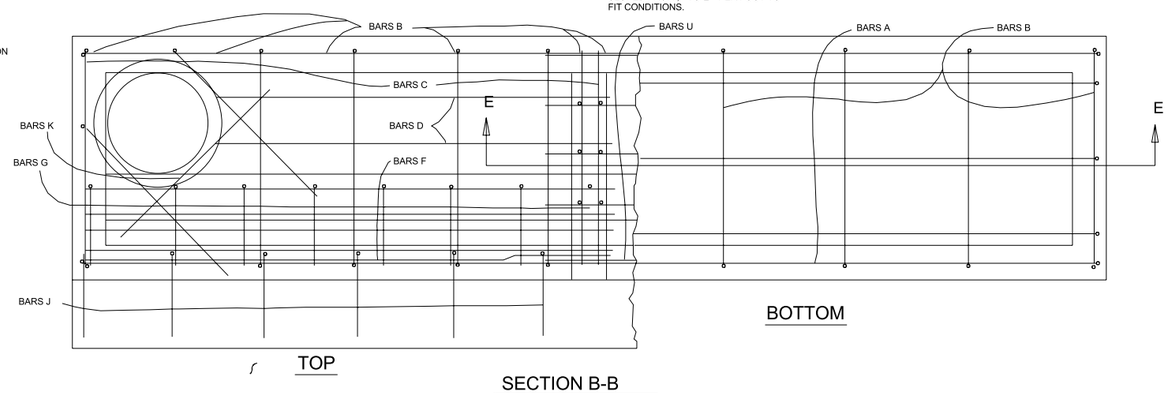
SECTION A-A



BAR DETAILS



SECTION E-E & HALF SECTION ELEVATION

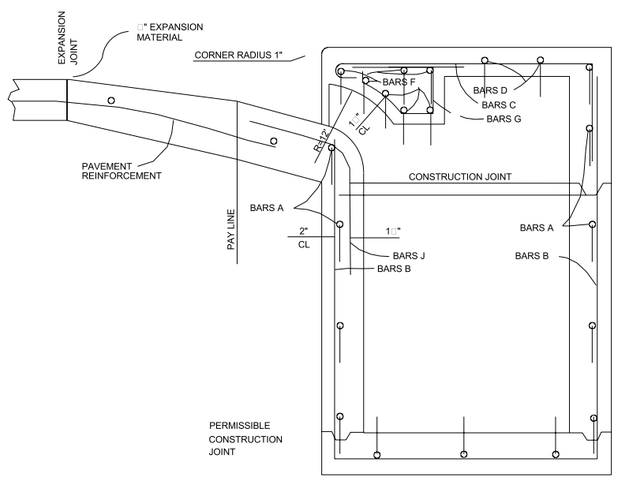


TOP

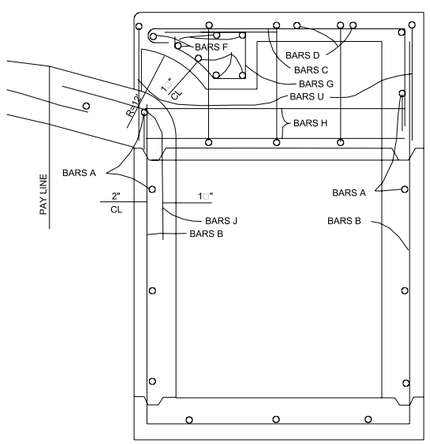
BOTTOM

SECTION B-B

PLAN



SECTION C-C



SECTION D-D

GENERAL NOTES

1. CONCRETE FOR INLET CONSTRUCTION SHALL BE CLASS HAND FINISH CONCRETE (4500 psi) WHEN USED IN STREETS AND ALLEYS.
2. DIMENSIONS RELATING TO PLACEMENT OF REINFORCING BARS ARE FROM CENTER TO CENTER OF BARS UNLESS OTHERWISE NOTED. BAR SPLICES ARE PERMISSIBLE IF BARS ARE TIED AND OVERLAPPED 30 DIAMETERS.
3. PIPE LATERALS MAY ENTER INLET AT SIDES OR ENDS.
4. STRUCTURAL EXCAVATION WILL NOT BE A SEPARATE PAY ITEM.
5. CHAMFER ALL EXPOSED EDGES AROUND INLET OPENINGS ƒ".
6. INLET COVER & FRAME SHALL BE AT THE SAME END OF INLET AS PIPE LATERAL.
7. SEE SHEET 2001 FOR SIDEWALK ADJACENT TO INLET DETAIL.
8. PROVIDE STREET JOINTS AS SHOWN FOR INTEGRAL CONCRETE PAVEMENT.
9. PROVIDE EXPANSION JOINTS ALONG EDGES OF ALL STREET PAVEMENT BLOCKOUTS.
10. EXTRA DEPTH INLETS WILL BE DIMENSIONED ON PLANS. A SEPARATE BID ITEM PER FOOT OF EXTRA DEPTH WILL BE PROVIDED. STEPS WILL BE REQUIRED IN THIS CASE.

NO SCALE

DRAINAGE DETAILS

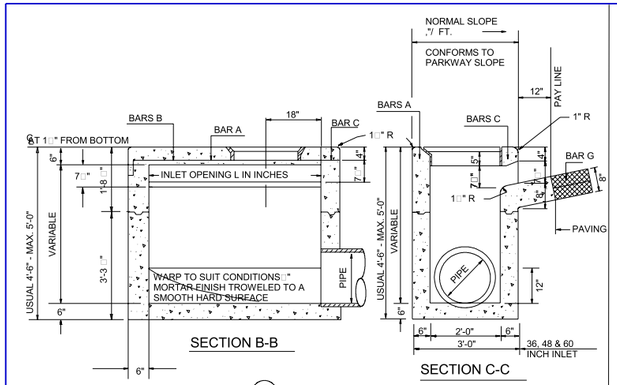
"14-FOOT" CURB INLET

STANDARD DEPTH 4-FEET 6-INCHES

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

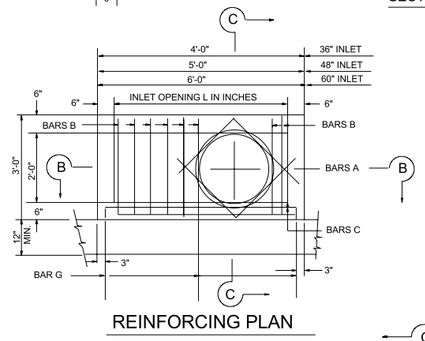
CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	2003

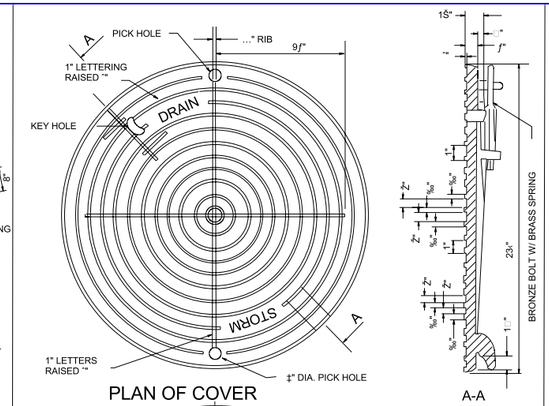


SECTION B-B

SECTION C-C

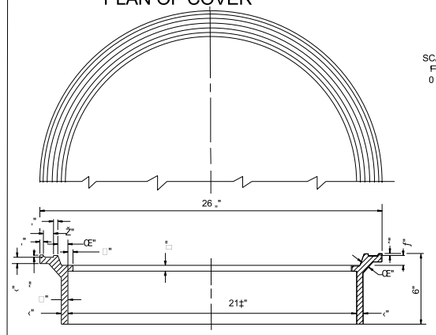


REINFORCING PLAN



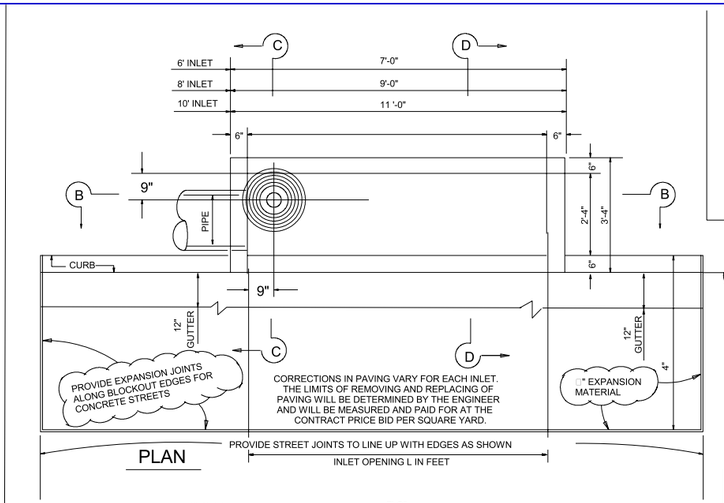
PLAN OF COVER

A-A

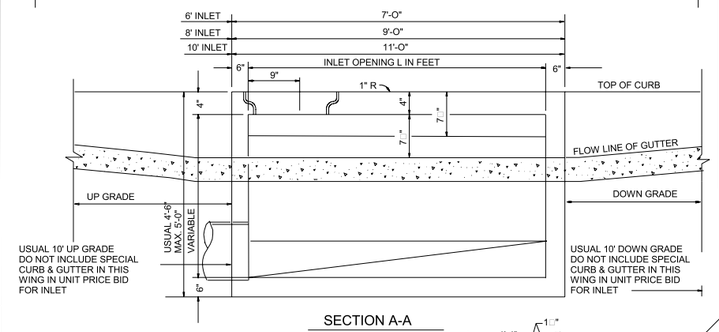


SECTION OF FRAME

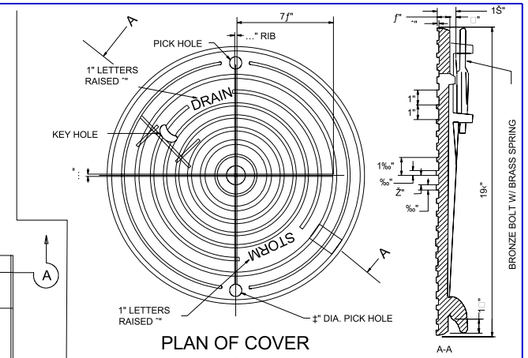
INLET FRAME AND COVER



PLAN

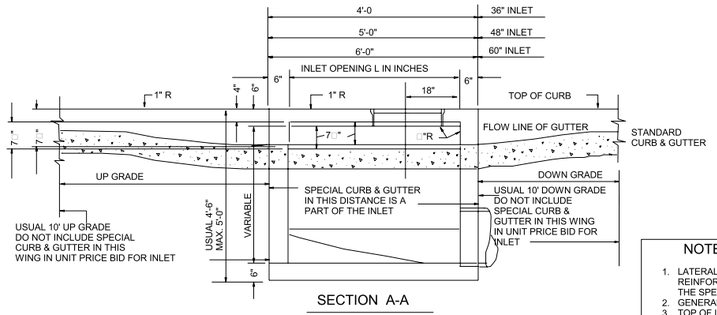


SECTION A-A



PLAN OF COVER

PLAN



SECTION A-A

36, 48 AND 60 INCH INLETS

2'-6"	36" INLET - 4 REQD.
2'-6"	48" INLET - 4 REQD.
2'-6"	60" INLET - 4 REQD.

#5 BARS A

2'-9"	36" INLET - 4 REQD.
2'-9"	48" INLET - 6 REQD.
2'-9"	60" INLET - 8 REQD.

#5 BARS B

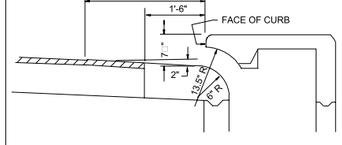
3'-9"	36" INLET - 2 REQD. 4'-9" LONG
4'-9"	48" INLET - 2 REQD. 5'-9" LONG
5'-9"	60" INLET - 2 REQD. 6'-9" LONG

#5 BARS C

3'-0"	36", 48" & 60" …" 0⁄3 REQD.

#3 BARS G

REINFORCING STEEL DETAILS NOT TO SCALE

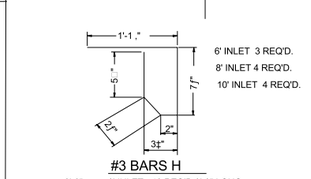


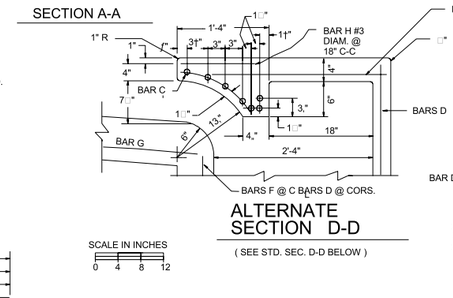
DETAIL FOR SHALLOW DEPRESSION INLETS

NO SCALE

NOTES APPLICABLE TO ALL INLETS:

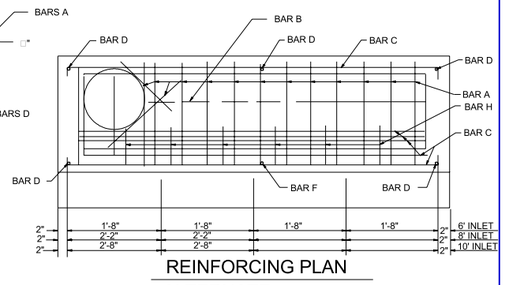
1. LATERAL PIPE MAY ENTER INLET AT ANY LOCATION. REINFORCEMENT, STRUCTURAL STEEL AND CASTINGS SHALL CONFORM TO THE SPECIFICATIONS.
2. GENERAL NOTES 1-10 ON SHEET 2003 ALSO APPLY
3. TOP OF INLET SLOPE SHALL CONFORM TO ADJACENT PARKWAY NORMAL."/ FT. SLOPE.
4. CONCRETE FOR INLET TOPS SHALL BE CLASS HAND FINISH CONCRETE (4500 psi) WHEN USED IN STREETS AND ALLEYS.
5. ALTERNATE CONSTRUCTION . ALTERNATE PRECAST INLETS MAY BE APPROVED ON AN INDIVIDUAL BASIS PRECAST INLETS SHALL BE OF EQUAL OR BETTER STRENGTH MATERIAL, AND WORKMANSHIP AND SHALL MEET THE STANDARD DESIGN CRITERIA OF THE CAST-IN-PLACE INLETS SHOWN IN THESE DETAILS.
6. THE INLET FRAME & COVER SHALL BE AT THE SAME END OF INLET AS PIPE LATERAL.
7. PROVIDE SHEET JOINTS IN INTEGRAL CONCRETE STREET PAVEMENT AS SHOWN.





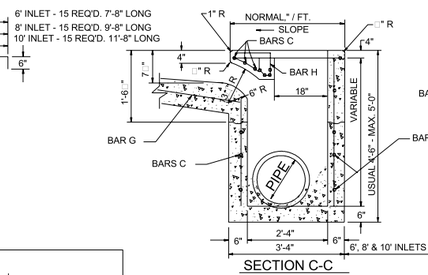
ALTERNATE SECTION D-D

(SEE STD. SEC. D-D BELOW)

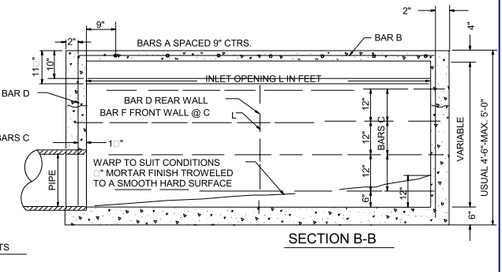


REINFORCING PLAN

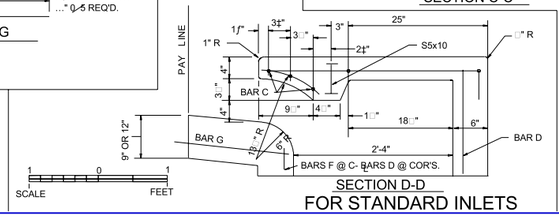
ALTERNATE



SECTION C-C



SECTION B-B



SECTION D-D

6,8 & 10 FT. INLET

SCALE IN FEET

0 1 2 3

FOR STANDARD INLETS

DRAINAGE DETAILS

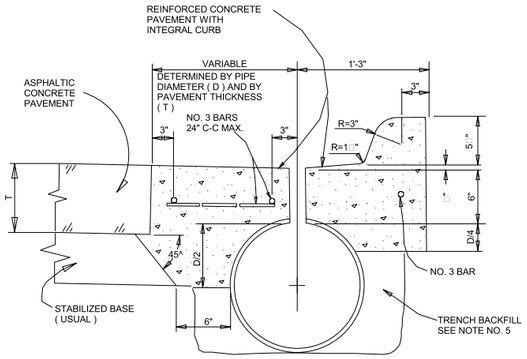
36, 48, AND 60 INCH INLETS

6, 8 AND 10 FOOT INLETS

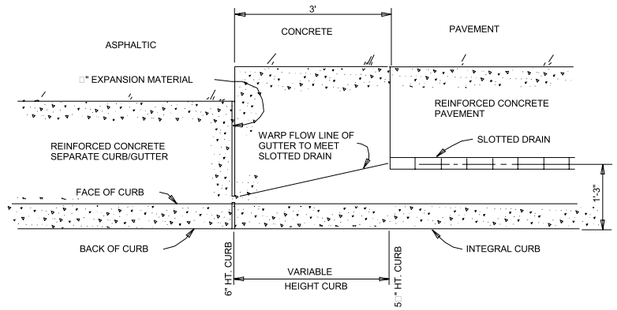
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	2004

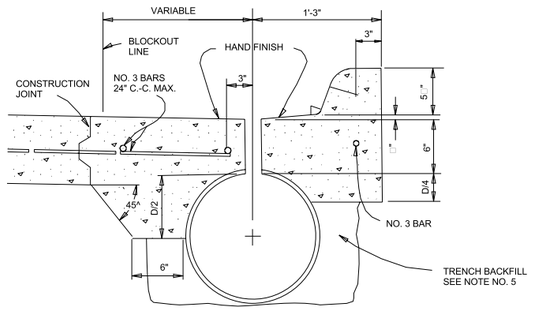


SECTION WITH ASPHALTIC CONCRETE PAVEMENT

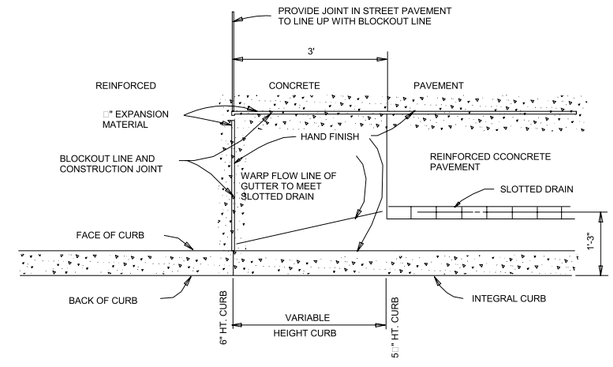


ASPHALTIC CONCRETE PAVEMENT

PAVEMENT TRANSITION AT END OF SLOTTED DRAIN

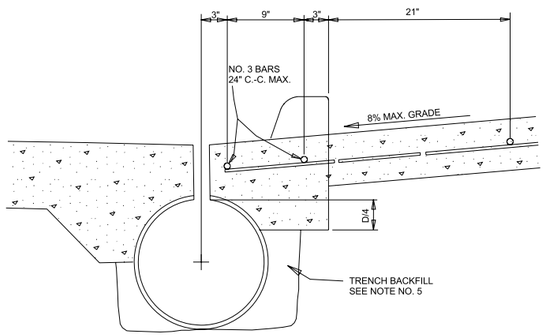


SECTION WITH REINFORCED CONCRETE PAVEMENT

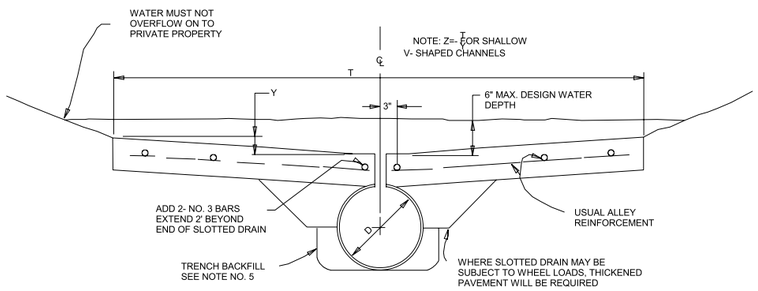


REINFORCED CONCRETE PAVEMENT

PAVEMENT TRANSITION AT END OF SLOTTED DRAIN

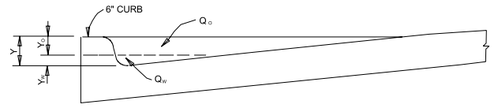


SECTION THROUGH DRIVE



SECTION THROUGH VALLEY

ALLEYS, PARKING LOTS, ETC.



Q = GUTTER CAPACITY = Q + Q o w

Q = 0.56 (-) - S -Y OR USE TRIANGULAR CHANNEL FLOW NOMOGRAPH
Z = RECIPROCAL OF CROSS SLOPE
N = ROUGHNESS COEFFICIENT IN MANNING FORMULA (USE N = O.0175)
Y = DEPTH OF FLOW. MAX. = HEIGHT OF CURB (USUALLY 6")
S = GRADE OF GUTTER IN FT./ FT.

Q_w= PORTION OF WATER DRAINED BY WEIR FLOW

$Q = 0.56 (-) - S_w Y^{\frac{Z}{N}}$ (8/3)

Y = DEPTH OF WATER CONSIDERED AS WEIR FLOW /< 0.2'

Q_o= PORTION OF WATER DRAINED BY ORIFICE FLOW = Q - Q (w)

Y = DEPTH OF WATER CONSIDER AS ORIFICE FLOW > 0.2'

L_w= LENGTH OF SLOTTED DRAIN NECESSARY TO PICK UP WEIR FLOW (Q_w)

$L = \frac{Q_w}{C_w H^{1.5}} = \frac{Q_w}{0.103}$ (w) (w)

C = WEIR COEFFICIENT = 3.26 (w)

H = AVERAGE DEPTH OF FLOW IN FEET = 0.1'

L_o= LENGTH OF SLOTTED DRAIN NECESSARY TO PICK UP ORIFICE FLOW (Q_o)

$L = \frac{Q_o}{C A \sqrt{2gH}} = 2.5\,Q_o \text{ (FOR Y= 6")} = \frac{Q_o}{0.399}$ (o)

C = ORIFICE COEFFICIENT = 0.60
A = AREA OF ORIFICE = 0.14 SQ. FT. / LN. FT.
g = ACCELERATION OF GRAVITY = 32.2 FT. / SEC. / SEC.
H = AVERAGE DEPTH OF FLOW IN FEET = 0.35' FOR Y = 6"

L = ADJUSTED LENGTH OF SLOTTED DRAIN DUE TO GUTTER GRADE

S/< 1% : NO ADJUSTMENT

S > 1% : L = ------ $L = \frac{L_w}{1 - 4S}$ (w)

GENERAL NOTES :

1. ECONOMICAL INSTALLATION ON GRADE SHOULD BE DESIGNED TO PICK UP ORIFICE FLOW ONLY AND BYPASS WEIR FLOW. FOR Y=6", USE Q_o = 0.9Q. (o)
2. SLOTTED DRAIN IS MANUFACTURED IN 20' LENGTHS. INSTALLATIONS SHOULD BE MULTIPLES OF 20' OR HALF-LENGTH SECTIONS OF 10'.
3. SPECIAL PERMISSION IS REQUIRED FOR SLOTTED DRAIN INSTALLATION IN SAGS.
4. SLOTTED DRAINS WILL BE CONNECTED TO MAIN STORM DRAIN BY STANDARD BENDS, CONNECTING BANDS AND THE REQUIRED LENGTH AND SIZE OF CORRUGATED METAL PIPE.
5. TRENCH BACKFILL MUST BE TAMPED TO 95% OF MAXIMUM DENSITY, OR A CEMENT - SAND CONCRETE SLURRY OR LEAN GROUT MAY BE USED.
6. THE EXTRA CONCRETE FOR THE THICKENED PAVEMENT WILL BE INCLUDED IN THE COST OF THE DRAIN.
7. SLOTTED DRAIN PIPE WILL HAVE A MINIMUM DIAMETER OF 15" AND A MAXIMUM OF 24".
8. PAVING DETAILS SHOWN ARE FOR USE WITH 6" DEEP GRATE ON SLOTTED DRAIN. SPECIAL DESIGN MUST BE APPROVED FOR USE OF 2 .'' DEEP GRATE.
9. HEEL PLATE WILL BE INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS WHERE SPECIFIED IN PEDESTRIAN AREAS. DESIGN LENGTH MUST BE ADJUSTED ACCORDINGLY.

DRAINAGE DETAILS

SLOTTED DRAINS

IN STREETS AND ALLEYS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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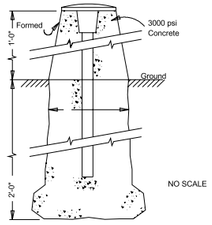
C. O. D.	A. B. & A.	APRIL 1997	251D	1	2005



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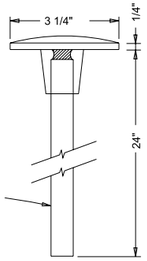
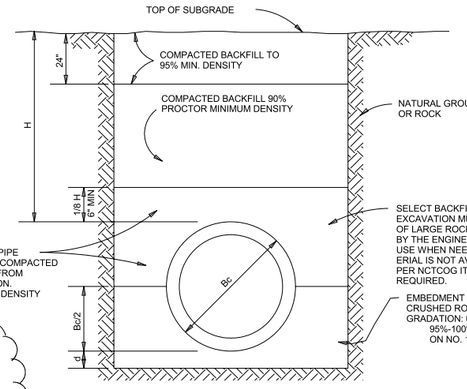


BERNTSEN Model
ROD 5325 OR
EQUAL

FLOOD MANAGEMENT MONUMENT
IN NATURAL GROUND



NOTE:
Where Street or Alley is crossed by the Storm Sewer a 95% Proctor Min. Density will be required up to bottom of proposed subgrade.

NOTE:
TRENCH WIDTHS BASED ON 1.25 Bc+1.0 WHERE Bc IS THE OUTSIDE DIAMETER OF THE PIPE IN FEET.

PIPE DIAMETER (INCHES)	TRENCH WIDTH (FEET)
15	3.0
18	3.4
21	3.8
24	4.1
27	4.5
33	5.2
36	5.6
42	6.3
48	7.0
54	7.8
60	8.5
66	9.2
72	10.0
78	10.7
84	11.4
90	12.1
96	12.9

DEPTH OF BEDDING MATERIAL BELOW PIPE	
D (Inside Diameter)	d (Min)
27" OR SMALLER	3"
30" TO 60"	4"
66" & LARGER	6"

d=DEPTH OF BEDDING MATERIAL BELOW PIPE.
H=BACKFILL COVER ABOVE TOP OF PIPE.

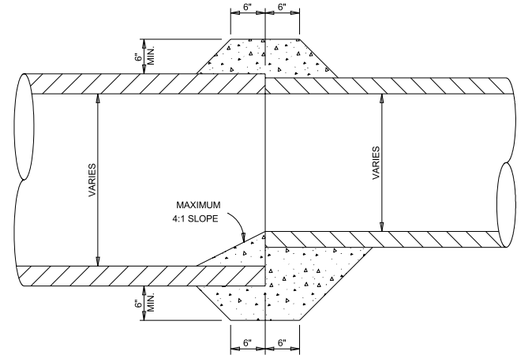
TRENCH WIDTHS SHOWN ARE MINIMUM FOR PROPER PLACEMENT AND COMPACTION OF EMBEDMENT AND BACKFILL.

TRENCH WIDTHS SHOWN WILL BE USED FOR CALCULATION OF ROCK EXCAVATION WHEN DESIGNATED AS A PAY ITEM.

REINFORCED CONCRETE CLASS III PIPE INSTALLATION
INSTALLATION WILL BE AS SHOWN OR AS DESCRIBED IN THE GENERAL SPECIFICATIONS FOR CONSTRUCTION

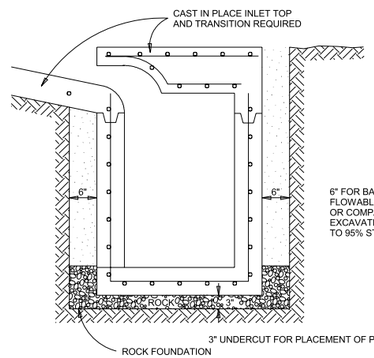
NOTE:
FOR H>10' DESIGN MUST BE CHECKED. UNLIMITED TRENCH WIDTH WILL NOT BE PERMITTED FOR CLASS III PIPE AND HIGHER TYPE PIPE EMBEDMENT MAY BE REQUIRED.

TOP 24" OF BACKFILL MUST BE COMPACTEDTO 95% DENSITY UNDER PAVEMENT. SUBGRADE STABILIZATION UNDER STREET PAVEMENT SHALL BE COMPACTED TO 98% STANDARD PROCTOR DENSITY AT + 2% OF OPTIMUM MOISTURE TO THE DEPTH SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE SPECIFICATIONS.



DETAIL OF CONCRETE COLLAR
FOR END TO END EXTENSIONS

PREFAB. INLET BOX INSTALLATION



6" FOR BACKFILL WITH FLOWABLE FILL TO FILL VOIDS OR COMPACT WITH SELECT SURPLUS EXCAVATION COMPACTED IN 8" LIFTS TO 95% STANDARD PROCTOR DENSITY.

3" UNDERCUT FOR PLACEMENT OF PIPE BEDDING

DRAINAGE DETAILS
CONCRETE PIPE INSTALLATION

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
CITY OF DALLAS, TEXAS

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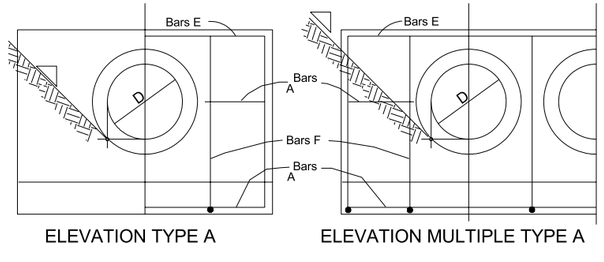
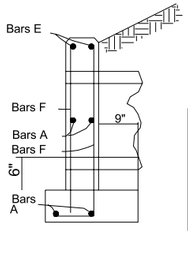
TABLE OF DIMENSIONS AND QUANTITIES FOR TWO TYPE A HEADWALLS

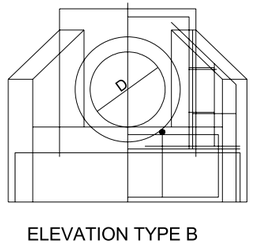
NO. OF PIPES	DIAM. OF PIPES	TABLE OF DIMENSIONS						REINF. STEEL FOR TWO HEADWALLS												TOTAL QUANTITIES	
								BARS A 1 4 ~ #3		BARS A 2 #3 @ 18" +		BARS E 4 ~ #5		BARS F 1 @ 12" +				BARS F 2 @ 12" +		STEEL	CONC.
		G	K	T	E	H	W	Lgth.	Wt.	No.	Lgth.	Wt.	Lgth.	Wt.	No.	Size	Lgth.	Wt.	No.	Size	Lgth.	Wt.	LBS.	C.Y.
1	12"	~	12"	9"	1'-9"	2'-6"	7'-0"	6'-8"	10	8	2'-6"	8	6'-8"	28	12	#4	2'-11"	23	12	#4	3'-8"	29	98	1.48
2	"	10"	"	"	"	"	8'-10"	8'-6"	13	"	"	"	8'-6"	35	14	"	"	27	14	"	"	34	117	1.81
3	"	"	"	"	"	"	10'-8"	10'-4"	16	"	"	"	10'-4"	43	16	"	"	31	16	"	"	39	137	2.15
4	"	"	"	"	"	"	12'-6"	12'-2"	18	"	"	"	12'-2"	51	18	"	"	35	18	"	"	44	156	2.48
1	15"	~	12"	9"	1'-9"	2'-9"	8'-3"	7'-11"	12	8	3'-0"	9	7'-11"	33	12	#4	3'-2"	25	12	#4	3'-11"	31	110	1.82
2	"	1'-0"	"	"	"	"	10'-6"	10'-2"	15	"	"	"	10'-2"	42	14	"	"	30	14	"	"	37	133	2.24
3	"	"	"	"	"	"	12'-9"	12'-5"	19	"	"	"	12'-5"	52	16	"	"	34	16	"	"	42	156	2.66
4	"	"	"	"	"	"	15'-0"	14'-8"	22	"	"	"	14'-8"	61	18	"	"	38	18	"	"	47	177	3.09
1	18"	~	12"	9"	1'-9"	3'-0"	9'-6"	9'-2"	14	8	3'-6"	11	9'-2"	38	20	#4	3'-5"	46	20	#4	4'-2"	56	165	2.19
2	"	1'-2"	"	"	"	"	12'-2"	11'-10"	18	"	"	"	11'-10"	49	22	"	"	50	22	"	"	61	189	2.70
3	"	"	"	"	"	"	14'-10"	14'-6"	22	"	"	"	14'-6"	60	24	"	"	55	24	"	"	67	215	3.21
4	"	"	"	"	"	"	17'-6"	17'-2"	26	"	"	"	17'-2"	72	26	"	"	59	26	"	"	72	240	3.73
1	24"	~	12"	9"	2'-0"	3'-6"	12'-0"	11'-8"	18	8	4'-6"	14	11'-8"	49	24	#4	3'-11"	63	24	#4	4'-11"	79	223	3.17
2	"	1'-5"	"	"	"	"	15'-5"	15'-1"	23	"	"	"	15'-1"	63	26	"	"	68	26	"	"	85	253	3.89
3	"	"	"	"	"	"	18'-10"	18'-6"	28	"	"	"	18'-6"	77	28	"	"	73	28	"	"	92	284	4.62
4	"	"	"	"	"	"	22'-3"	21'-11"	33	"	"	"	21'-11"	91	30	"	"	79	30	"	"	99	316	5.35
1	30"	~	12"	9"	2'-3"	4'-0"	14'-6"	14'-2"	21	16	5'-6"	33	14'-2"	59	28	#4	4'-5"	83	28	#4	5'-8"	106	302	4.31
2	"	1'-8"	"	"	"	"	18'-8"	18'-4"	28	"	"	"	18'-4"	76	32	"	"	94	32	"	"	121	352	5.28
3	"	"	"	"	"	"	22'-10"	22'-6"	34	"	"	"	22'-6"	94	36	"	"	106	36	"	"	136	403	6.26
4	"	"	"	"	"	"	27'-0"	26'-8"	40	"	"	"	26'-8"	111	40	"	"	118	40	"	"	152	454	7.24
1	36"	~	12"	12"	2'-6"	4'-6"	17'-0"	16'-8"	25	16	6'-6"	39	16'-8"	70	32	#4	5'-2"	111	32	#4	6'-8"	143	388	6.40
2	"	1'-11"	"	"	"	"	21'-11"	21'-7"	32	"	"	"	21'-7"	90	36	"	"	124	36	"	"	160	445	7.89
3	"	"	"	"	"	"	26'-10"	26'-6"	40	"	"	"	26'-6"	111	40	"	"	138	40	"	"	178	506	9.37
4	"	"	"	"	"	"	31'-9"	31'-5"	47	"	"	"	31'-5"	131	44	"	"	152	44	"	"	196	565	10.85
1	42"	~	12"	12"	2'-9"	5'-0"	19'-6"	19'-2"	29	16	7'-6"	45	19'-2"	80	36	#4	5'-8"	136	36	#4	7'-5"	178	468	8.10
2	"	2'-2"	"	"	"	"	25'-2"	24'-10"	37	"	"	"	24'-10"	104	40	"	"	152	40	"	"	198	536	9.96
3	"	"	"	"	"	"	30'-10"	30'-6"	46	"	"	"	30'-6"	127	44	"	"	167	44	"	"	218	603	11.80
4	"	"	"	"	"	"	36'-6"	36'-2"	54	"	"	"	36'-2"	151	48	"	"	182	48	"	"	238	670	13.68
1	48"	~	15"	12"	3'-0"	5'-9"	23'-0"	22'-8"	34	24	8'-9"	79	22'-8"	95	40	#5	6'-5"	268	40	#5	8'-5"	351	827	10.74
2	"	2'-5"	"	"	"	"	29'-5"	29'-1"	44	"	"	"	29'-1"	121	44	"	"	295	44	"	"	386	925	13.08
3	"	"	"	"	"	"	35'-10"	35'-6"	53	"	"	"	35'-6"	148	48	"	"	321	48	"	"	422	1023	15.43
4	"	"	"	"	"	"	42'-3"	41'-11"	63	"	"	"	41'-11"	175	52	"	"	348	52	"	"	457	1122	17.77
1	54"	~	15"	12"	3'-3"	6'-3"	25'-6"	25'-2"	38	24	9'-9"	88	25'-2"	105	44	#5	6'-11"	318	44	#5	9'-2"	421	970	12.87
2	"	2'-10"	"	"	"	"	32'-10"	32'-6"	49	"	"	"	32'-6"	136	50	"	"	361	50	"	"	478	1112	15.77
3	"	"	"	"	"	"	40'-2"	39'-10"	60	"	"	"	39'-10"	166	56	"	"	404	56	"	"	536	1254	18.66
4	"	"	"	"	"	"	47'-6"	47'-2"	71	"	"	"	47'-2"	197	62	"	"	447	62	"	"	593	1396	21.55
1	60"	~	15"	12"	3'-6"	6'-9"	28'-0"	27'-8"	42	24	10'-9"	97	27'-8"	115	48	#5	7'-5"	371	48	#5	9'-11"	497	1122	15.20
2	"	3'-0"	"	"	"	"	36'-0"	35'-8"	54	"	"	"	35'-8"	149	54	"	"	418	54	"	"	559	1227	18.55
3	"	"	"	"	"	"	44'-0"	43'-8"	66	"	"	"	43'-8"	182	60	"	"	464	60	"	"	621	1430	21.89
4	"	"	"	"	"	"	52'-0"	51'-8"	78	"	"	"	51'-8"	216	66	"	"	511	66	"	"	683	1585	25.24
1	66"	~	15"	12"	3'-9"	7'-3"	30'-6"	30'-2"	45	32	11'-9"	141	30'-2"	126	52	#5	7'-11"	430	52	#5	10'-8"	579	1321	17.72
2	"	3'-1"	"	"	"	"	39'-1"	38'-9"	58	"	"	"	38'-9"	162	58	"	"	479	58	"	"	645	1485	21.49
3	"	"	"	"	"	"	47'-8"	47'-4"	71	"	"	"	47'-4"	198	64	"	"	529	64	"	"	712	1651	25.27
4	"	"	"	"	"	"	56'-3"	55'-11"	84	"	"	"	55'-11"	233	70	"	"	578	70	"	"	779	1815	29.05
1	72"	~	15"	12"	4'-0"	7'-9"	33'-0"	32'-8"	49	32	12'-9"	153	32'-8"	136	56	#5	8'-5"	492	56	#5	11'-5"	667	1497	20.42
2	"	3'-2"	"	"	"	"	42'-2"	41'-10"	63	"	"	"	41'-10"	175	62	"	"	544	62	"	"	738	1673	24.66
3	"	"	"	"	"	"	51'-4"	51'-0"	77	"	"	"	51'-0"	213	68	"	"	597	68	"	"	810	1850	28.89
4	"	"	"	"	"	"	60'-6""	60'-2"	90	"	"	"	60'-2"	251	74	"	"	650	74	"	"	881	2025	33.12

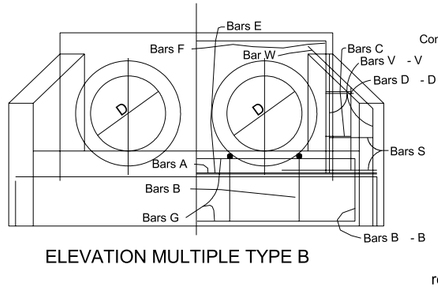
TABLE OF DIMENSIONS AND QUANTITIES FOR TWO TYPE B HEADWALLS

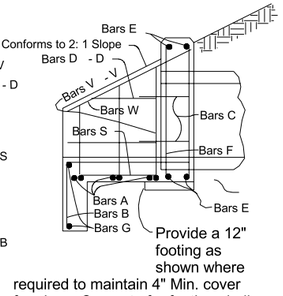
NO. OF PIPES	DIAM. OF PIPES	TABLE OF DIMENSIONS							REINFORCING STEEL AND QUANTITIES FOR TWO HEADWALLS																										*TOTAL QUANTITIES	
									BARS A 1 - Ax #4 @ 12" +			BARS B #3 @ 18" +			BARS B 1 - Bx #3 @ 18" +			C = 2'-0" #4 @ 12"			BARS D 1 - Dx #3 @ 12" +			BARS E 8 ~ #5			BARS F 4 ~ #3			BARS G 4 ~ #3			BARS S 12 ~ #4			BARS V 1 - Vx #4 @ 12" +			BARS W 4 ~ #5			STEEL	CONC.
		G	K	X	H	Y	W		No.	Av. Lgth.	Wt.	No.	Lgth.	Wt.	No.	Av. Lgth.	Wt.	No.	Wt.	No.	Av. Lgth.	Wt.	No.	Av. Lgth.	Wt.	No.	Lgth.	Wt.	No.	Size	Lgth.	Wt.	Lgth.	Wt.	No.	Av. Lgth.	Wt.	Lgth.	Wt.	LBS.	C.Y.
1	12"	~	12"	2'-4"	2'-0"	1'-0"	2'-4"		2	2'-8"	4	6	2'-6"	6	~	~	~	4	5	~	~	~	2'-0"	17	8	#4	2'-2"	12	2'-8"	4	8"	5	4	2'-11"	8	1'-8"	7	68	.52
2	"	10"	"	4'-2"	"	"	"		"	4'-6"	6	8	"	8	~	~	~	"	"	~	~	~	3'-10"	32	12	"	"	23	4'-6"	7	"	"	"	"	"	"	"	"	95	.82
3	"	"	"	6'-0"	"	"	6'-0"		"	6'-4"	8	10	"	9	~	~	~	"	"	~	~	~	5'-8"	47	16	"	"	27	6'-4"	10	"	"	"	"	"	"	"	"	122	1.11
4	"	"	"	7'-10"	"	"	7'-10"		"	8'-2"	11	12	"	11	~	~	~	"	"	~	~	~	7'-6"	63	20	"	"	29	8'-2"	12	"	"	"	"	"	"	"	"	151	1.40
1	15"	~	12"	2'-7□"	2'-3"	1'-6"	3'-2□"		4	3'-0"	8	6	3'-0"	7	4	1'-10"	3	8	11	~	~		2'-3"	19	8	#4	2'-5"	13	3'-7"	5	1'-3"	10	8	3'-0"	16	2'-3"	9	101	.75
2	"	1'-0"	"	4'-10□"	"	"	5'-5□"		"	5'-3"	14	8	"	9	"	"	"	"	"	"	"		4'-6"	38	12	"	"	19	5'-10"	9	"	"	"	"	"	"	"	"	138	1.16
3	"	"	"	7'-1□"	"	"	7'-8□"		"	7'-6"	20	10	"	11	"	"	"	"	"	"	"		6'-9"	56	16	"	"	26	8'-1"	12	"	"	"	"	"	"	"	"	174	1.57
4	"	"	"	9'-4□"	"	"	9'-11□"		"	9'-9"	26	14	"	16	"	"	"	"	"	"	"		9'-0"	75	20	"	"	32	10'-4"	16	"	"	"	"	"	"	"	"	214	1.98
1	18"	~	12"	2'-11"	2'-6"	2'-0"	4'-0‡"		4	3'-10"	10	6	3'-6"	8	4	1'-10"	3	8	11	4	1'-0"	2	2'-7"	22	8	#4	2'-8"	14	4'-5"	7	1'-10"	15	12	3'-2"	25	2'-11"	12	129	1.00
2	"	1'-2"	"	5'-7"	"	"	6'-8‡"		"	6'-6"	17	8	"	11	"	"	"	"	"	"	"		5'-3"	44	12	"	"	21	7'-1"	11	"	"	"	"	"	"	"	"	172	1.55
3	"	"	"	8'-3"	"	"	9'-4‡"		"	9'-2"	25	12	"	16	"	"	"	"	"	"	"		7'-11"	66	16	"	"	29	9'-9"	15	"	"	"	"	"	"	"	"	219	2.11
4	"	"	"	10'-11"	"	"	12'-0‡"		"	11'-10"	32	16	"	21	"	"	"	"	"	"	"		10'-7"	88	20	"	"	36	12'-5"	19	"	"	"	"	"	"	"	"	264	2.65
1	24"	~	12"	3'-6"	3'-0"	3'-0"	5'-9∫"		6	5'-0"	20	6	4'-6"	10	4	1'-10"	3	8	11	4	1'-0"	2	3'-2"	26	8	#4	3'-2"	17	6'-2"	9	3'-0"	24	16	3'-5"	37	4'-2"	17	176	1.62
2	"	1'-5"	"	6'-11"	"	"	9'-2∫"		"	8'-5"	34	10	"	17	"	"	"	"	"	"	"		6'-7"	55	12	"	"	25	9'-7"	14	"	"	"	"	"	"	"	"	239	2.46
3	"	"	"	10'-4"	"	"	12'-7∫"		"	11'-10"	47	16	"	27	"	"	"	"	"	"	"		9'-10"	82	16	"	"	34	13'-0"	20	"	"	"	"	"	"	"	"	304	3.32
4	"	"	"	13'-9"	"	"	16'-0∫"		"	15'-3"	61	20	"	34	"	"	"	"	"	"	"		13'-5"	112	20	"	"	42	16'-5"	25	"	"	"	"	"	"	"	"	368	4.18
1	30"	~	12"	4'-1"	3'-6"	4'-0"	7'-6‡"		8	6'-2"	33	6	5'-6"	12	8	3'-1"	9	12	16	8	2'-2"	7	3'-9"	31	8	#4	3'-8"	20	7'-11"	12	4'-2"	33	20	3'-8"	49	5'-5"	23	245	2.34
2	"	1'-8"	"	8'-3"	"	"	11'-8‡"		"	10'-4"	55	12	"	25	"	"	"	"	"	"	"		7'-11"	66	16	"	"	39	12'-1"	18	"	"	"	"	"	"	"	"	340	3.58
3	"	"	"	12'-5"	"	"	15'-10†"		"	14'-6"	77	18	"	37	"	"	"	"	"	"	"		12'-1"	101	24	"	"	59	16'-3"	24	"	"	"	"	"	"	"	"	435	4.80
4	"	"	"	16'-7"	"	"	20'-0‡"		"	18'-8"	100	24	"	50	"	"	"	"	"	"	"		16'-3"	136	32	"	"	78	20'-5"	31	"	"	"	"	"	"	"	"	532	6.04
1	36"	~	12"	4'-8"	4'-0"	5'-0"	9'-3□"		10	7'-4"	49	8	6'-6"	20	8	3'-1"	9	12	16	8	2'-2"	7	4'-4"	36	8	#4	4'-2"	22	9'-8"	15	5'-4"	43	24	3'-11"	63	6'-8"	28	308	3.23
2	"	1'-11"	"	9'-7"	"	"	14'-2□"		"	12'-3"	82	14	"	34	"	"	"	"	"	"	"		9'-3"	77	16	"	"	45	14'-7"	22	"	"	"	"	"	"	"	"	426	4.89
3	"	"	"	14'-6"	"	"	19'-1□"		"	17'-2"	115	20	"	49	"	"	"	"	"	"	"		14'-2"	118	24	"	"	67	19'-6"	29	"	"	"	"	"	"	"	"	544	6.55
4	"	"	"	19'-5"	"	"	24'-0□"		"	22'-1"	147	28	"	68	"	"	"	"	"	"	"		19'-1"	159	32	"	"	89	24'-5"	37	"	"	"	"	"	"	"	"	666	8.22
1	42"	~	12"	5'-3"	4'-6"	6'-0"	11'-0,"		12	8'-6"	68	8	7'-6"	23	12	4'-5"	20	16	21	12	3'-3"	15	4'-11"	41	8	#4	4'-8"	25	11'-5"	17	6'-5"	51	28	4'-2"	78	7'-11"	33	392	4.23
2	"	2'-2"	"	10'-11"	"	"	16'-8,"		"	14'-2"	114	16	"	45	"	"	"	"	"	"	"		10'-7"	88	16	"	"	50	17'-1"	26	"	"	"	"	"	"	"	"	541	6.40
3	"	"	"	16'-7"	"	"	22'-4,"		"	19'-10"	159	24	"	68	"	"	"	"	"	"	"		16'-3"	136	24	"	"	75	22'-9"	34	"	"	"	"	"	"	"	"	690	8.56
4	"	"	"	22'-3"	"	"	28'-0,"		"	25'-6"	204	32	"	90	"	"	"	"	"	"	"		21'-11"	183	32	"	"	100	28'-5"	43	"	"	"	"	"	"	"	"	838	10.74
1	48"	~	15"	5'-10"	5'-3"	7'-0"	12'-9,"		14	9'-8"	90	10	8'-6"	32	12	4'-5"	20	16	21	12	3'-4"	15	5'-6"	46	8	#5	5'-5"	45	13'-2"	20	7'-7"	61	32	4'-5"	94	9'-3"	39	483	5.43
2	"	2'-5"	"	12'-3"	"	"	19'-2,"		"	16'-1"	150	18	"	58	"	"	"	"	"	"	"		11'-11"	99	16	"	"	90	19'-7"	29	"	"	"	"	"	"	"	"	676	8.25
3	"	"	"	18'-8"	"	"	25'-7,"		"	22'-6"	210	26	"	83	"	"	"	"	"	"	"		18'-4"	153	24	"	"	136	26'-0"	39	"	"	"	"	"	"	"	"	871	11.07
4	"	"	"	25'-1"	"	"	32'-0,"		"	28'-11"	270	36	"	115	"	"	"	"	"	"	"		24'-9"	207	32	"	"	181	32'-5"	49	"	"	"	"	"	"	"	"	1072	13.89
1	54"	~	15"	6'-5"	5'-9"	8'-0"	14'-6"		16	10'-10"	116	10	9'-6"	36	12	4'-5"	20	20	27	16	4'-5"	27	6'-1"	51	8	#5	5'-11"	49	14'-10"	22	8'-9"	70	40	4'-8"	125	10'-5"	43	586	6.71
2	"	2'-10"	"	13'-9"	"	"	21'-10"		"	18'-2"	194	20	"	71	"	"	"	"	"	"	"		13'-5"	112	20	"	"	123	22'-2"	33	"	"	"	"	"	"	"	"	845	10.28
3	"	"	"	21'-1"	"	"	29'-2"		"	25'-6"	273	32	"	107	"	"	"	"	"	"	"		20'-9"	173	32	"	"	198	29'-6"	44	"	"	"	"	"	"	"	"	1107	13.84
4	"	"	"	28'-5"	"	"	36'-6"		"	32'-10"	351	40	"	143	"	"	"	"	"	"	"		28'-1"	234	44	"	"	272	36'-10"	55	"	"	"	"	"	"	"	"	1367	17.42
1	60"	~	15"	7'-0"	6'-3"	9'-0"	16'-2‡"		18	12'-0"	144	10	10'-6"	39	16	5'-9"	35	20	27	16	4'-5"	27	6'-8"	56	8	#5	6'-5"	54	16'-7"	25	9'-11"	80	44	4'-11"	145	11'-8"	49	681	8.11
2	"	3'-0"	"	15'-0"	"	"	24'-2‡"		"	20'-0"	240	22	"	87	"	"	"	"	"	"	"		14'-8"	122	20	"	"	134	25'-7"	38	"	"	"	"	"	"	"	"	984	12.34
3	"	"	"	23'-0"	"	"	32'-2‡"		"	28'-0"	337	32	"	126	"	"	"	"	"	"	"		22'-8"	189	32	"	"	214	32'-7"	49	"	"	"	"	"	"	"	"	1278	16.57
4	"	"	"	31'-0"	"	"	40'-2‡"		"	36'-5"	438	44	"	174	"	"	"	"	"	"	"		30'-8"	256	44	"	"	295	40'-8"	61	"	"	"	"	"	"	"	"	1587	20.82
1	66"	~	15"	7'-7"	6'-9"	10'-0"	17'-11∫"		20	13'-2"	176	12	11'-6"	52	16	5'-9"	35	24	32	20	5'-7"	42	7'-3"	60	8	#5	6'-11"	58	18'-4"	28	11'-1"	89	48	5'-2"	166	13'-0"	54	792	9.65
2	"	3'-1"	"	16'-2"	"	"	26'-6∫"		"	21'-9"	291	24	"	104	"	"	"	"	"	"	"		15'-10"	132	20	"	"	144	26'-11"	40	"	"	"	"	"	"	"	"	1129	14.54
3	"	"	"	24'-9"	"	"	35'-1∫"		"	30'-4"	405	34	"	147	"	"	"	"	"	"	"		24'-5"	204	32	"	"	231	35'-6"	53	"	"	"	"	"	"	"	"	1458	19.42
4	"	"	"	33'-4"	"	"	43'-8∫"		"	39'-8"	530	46	"	199	"	"	"	"	"	"	"		33'-0"	275	44	"	"	318	44'-2"	67	"	"	"	"	"	"	"	"	1807	24.31
1	72"	~	15"	8'-2"	7'-3"	11'-0"	19'-8†"		22	14'-4"	211	12	12'-6"	56	16	5'-9"	35	24	32	20	5'-7"	42	7'-10"	65	8	#5	7'-5"	62	20'-1"	30	12'-3"	98	52	5'-5"	188	14'-3"	59	878	11.32
2	"	3'-2"	"	17'-4"	"	"	28'-10†"		"	23'-6"	345	24	"	113	"	"	"	"	"	"	"		17'-0"	142	20	"	"	155	29'-3"	44	"	"	"	"	"	"	"	"	1253	16.91
3	"	"	"	26'-6"	"	"	38'-0†"		"	32'-10"	482	38	"	179	"	"	"	"	"	"	"		26'-2"	218	32	"	"	248	38'-5"	58	"	"	"	"	"	"	"	"	1639	22.52
4	"	"	"	35'-8"	"	"	47'-2†"		"	41'-10"	615	50	"	235	"	"	"	"	"	"	"		35'-4"	295	44	"	"	341	47'-8"	72	"	"	"	"	"	"	"	"	2017	28.11

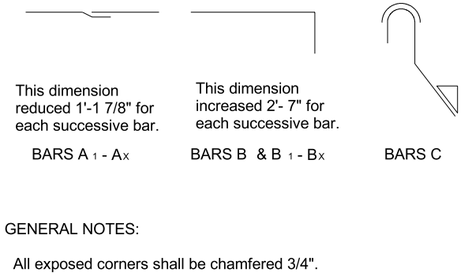








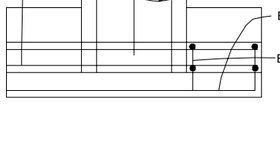


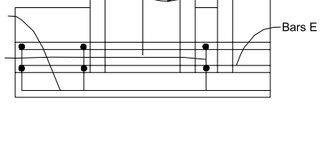


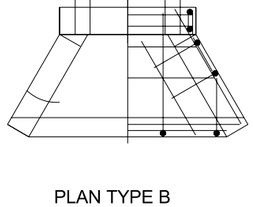
GENERAL NOTES:

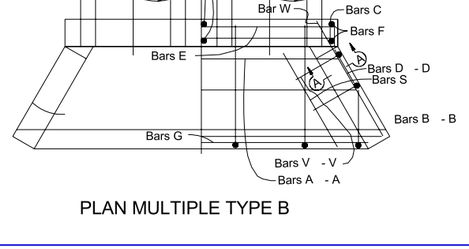
All exposed corners shall be chamfered 3/4".

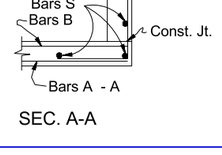
Reinforcing steel shall be placed with the center of the outside layer of bars 2" from the surface of the concrete. Total Quantities include one 20 diameter lap for all bars over 60'-0" in length.











DRAINAGE DETAILS

CONCRETE HEADWALLS

FOR PIPE CULVERTS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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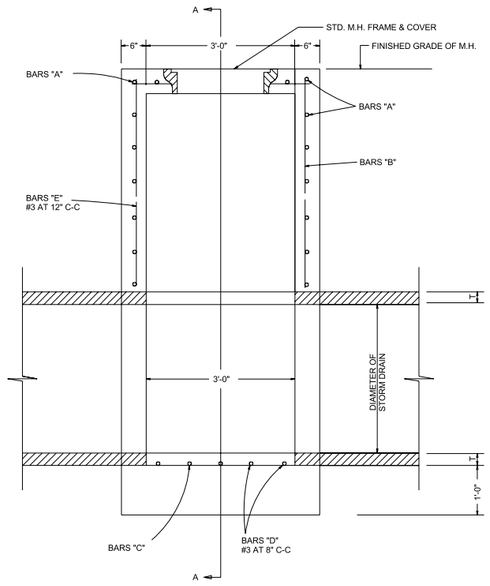
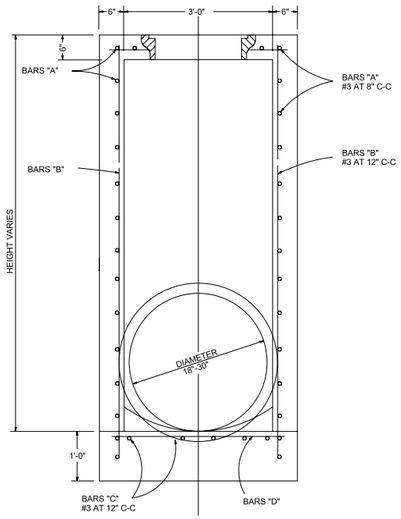
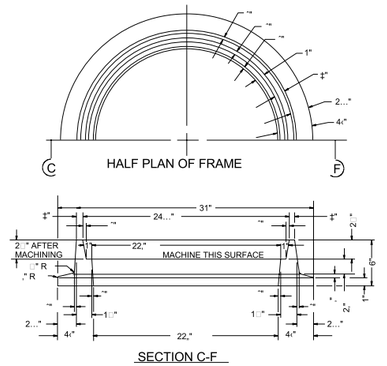


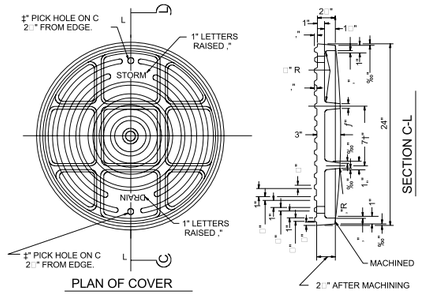
ELEVATION



SECTION A-A



SECTION C-F

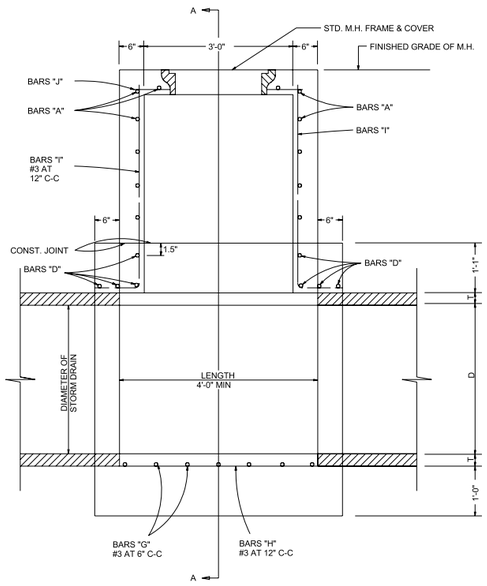


PLAN OF COVER

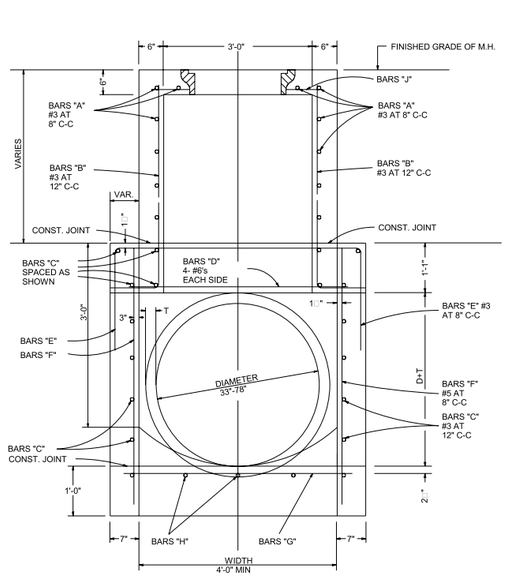
CAST IRON MANHOLE FRAME AND COVER

TYPE A STORM SEWER MANHOLE

(FOR PIPE 18" TO 30" IN DIAMETER)



ELEVATION



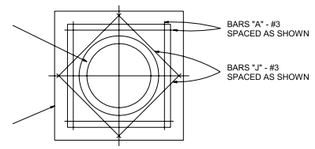
SECTION A-A

TYPE B STORM SEWER MANHOLE

(FOR PIPE 33" TO 78" IN DIAMETER)

NOTE:
FRAME AND COVER SHALL BE BASS & HAYES PATTERN NO. 380-24 OR EQUAL AND SHALL BE OF GRAY CAST IRON CONFORMING TO A.S.T.M. SPEC. A-48 FOR CLASS 30 CAST IRON.

PROVIDE ½" PREMOLDED EXPANSION JOINT BETWEEN MANHOLE AND CONCRETE PAVEMENT AND SEAL WITH HOT POURED RUBBER.



TOP PLAN

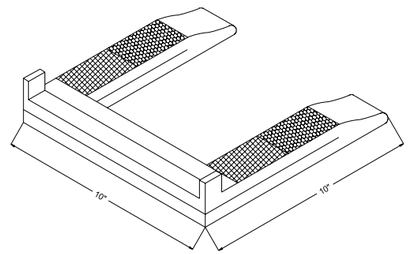
TYPE A & TYPE B
STORM SEWER MANHOLE

NOTE: MAX. PIPE SIZE 78"

NOTES: APPLICABLE TO ALL MANHOLES

1. PREFABRICATED MANHOLES OF EQUIVALENT STRENGTH AND DESIGN MAY BE SUBSTITUTED WITH THE APPROVAL OF AN ENGINEER.
2. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 LBS. PER SQUARE INCH AT 28 DAYS.
3. MANHOLES SHALL BE BUILT ON THE MAIN SEWER LINE, LATERAL PIPES MAY ENTER MANHOLES AT ANY LOCATION.
4. MANHOLES WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE PER EACH REGARDLESS OF MANHOLE DEPTH.
5. CYLINDRICAL SHAPED MANHOLES MAY BE USED AS DIRECTED BY ENGINEER IN LIEU OF MANHOLE DESIGN SHOWN ON THIS PAGE.
6. CONCRETE FOR PAVEMENT BLOCKOUTS SHALL BE CLASS HAND FINISH CONCRETE (4500 P.S.I.).

NOTE:
BASS & HAYES PLASTIC COATED STEEL NEOPRENE COATED STEEL STEPS OR EQUAL SHALL BE PLACED SECURELY INTO MANHOLE WALLS ON 15" CENTERS VERTICALLY AND STAGGERED ON 12" CENTERS HORIZONTALLY.



MANHOLE STEP DETAIL

BASS & HAYES FOUNDRY
MA (PLASTIC)

DRAINAGE DETAILS

MANHOLES AND
FITTINGS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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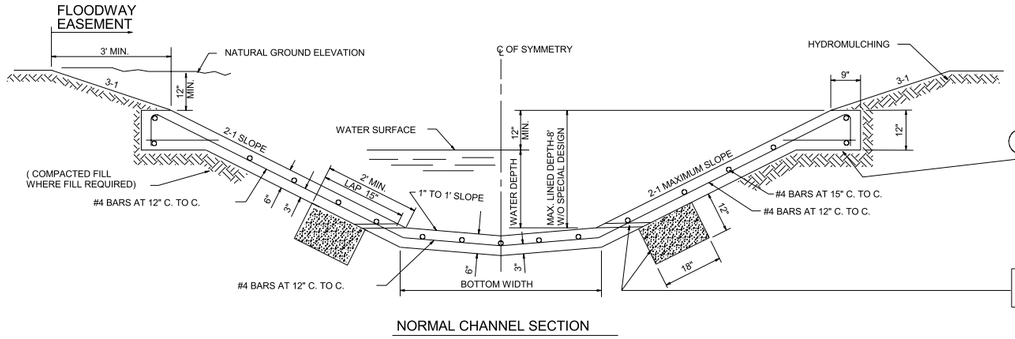
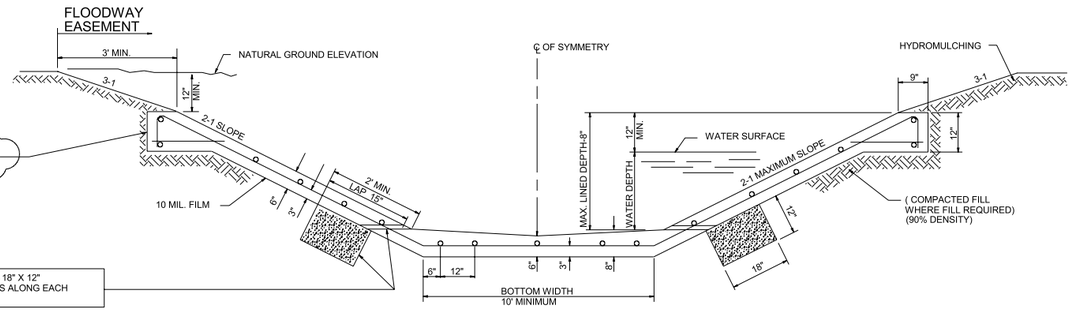


NORMAL CHANNEL SECTION

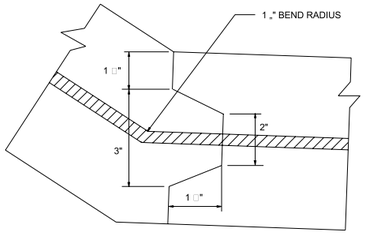
SEE DETAIL "A"

3" WEEPHOLES AT 15' C. TO C. & 18" X 12" CONTINUOUS GRAVEL TRENCHES ALONG EACH SIDE OF THE CHANNEL.



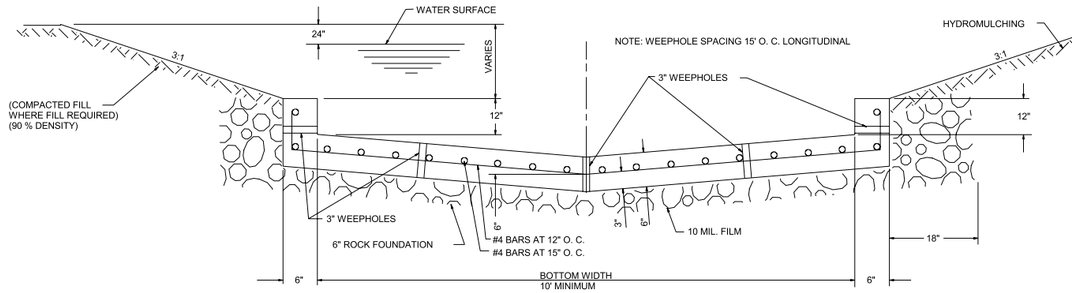
PAVED ALLEY SECTION

NORMAL CHANNEL SECTION MAY BE USED IN ROCK



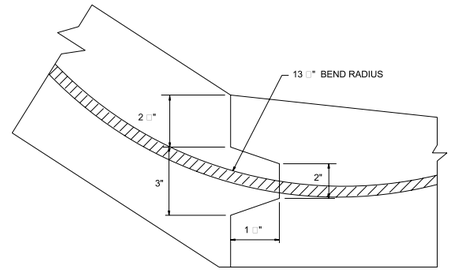
CONSTRUCTION JOINT

FOR NORMAL CHANNEL



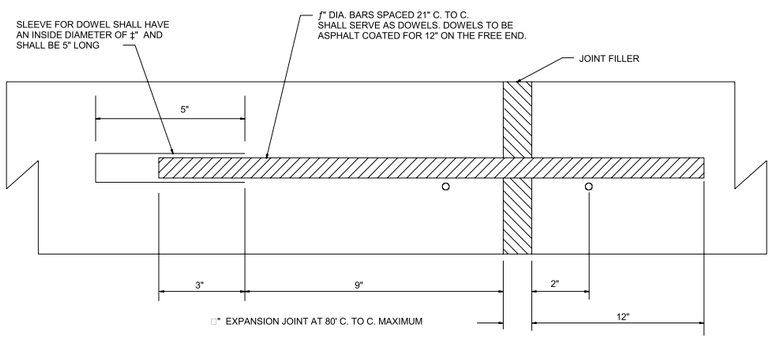
PARTIAL CHANNEL LINING SECTION

NOTE: WEEPHOLE SPACING 15' O. C. LONGITUDINAL

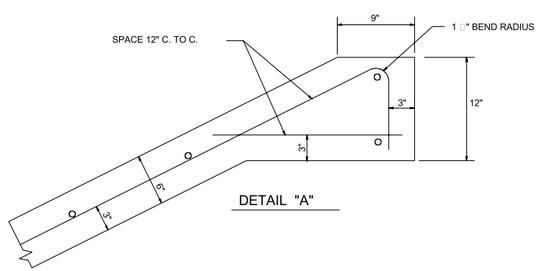


CONSTRUCTION JOINT

FOR PAVED ALLEY SECTION



TRANSVERSE EXPANSION JOINT



DETAIL "A"

NOTES:

1. ALL CONSTRUCTION SHALL BE IN CONFORMITY WITH CURRENT CITY OF DALLAS GENERAL SPECIFICATIONS.
2. CONSTRUCTION JOINT SHOWN FOR CONVENIENCE ONLY - MONOLITHIC CONSTRUCTION MAY BE USED
3. ALL REINFORCING STEEL SHALL BE #4 AND SPACED 12" C. TO C. BOTH WAYS UNLESS OTHERWISE SPECIFIED.
4. CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3000# AT 28 DAYS AND SHALL CONTAIN A MINIMUM OF 5 SACKS OF CEMENT PER CUBIC YARD.
5. SIDE SLOPES SHALL BE NO STEEPER THAN 2-1.
6. TOP OF CURB OF ADJACENT ALLEY OR STREET IS MINIMUM OF 2' ABOVE 100 YEAR W. S.
7. USE A SMOOTH TROWEL FINISH ON BOTTOM AND SLOPED SURFACES.USE ORDINARY SURFACE FINISH ON VERTICAL SURFACES.
8. WHEN SOLID ROCK IS ENCOUNTERED BY NORMAL CHANNEL SECTION, REMOVE 6" DEPTH OF SOLID ROCK AND REPLACE WITH 6" DEPTH OF CRUSHED ROCK FOUNDATION BELOW PROPOSED CHANNEL STRUCTURE.

DRAINAGE DETAILS

LINED CHANNELS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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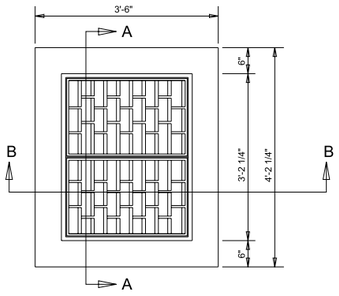
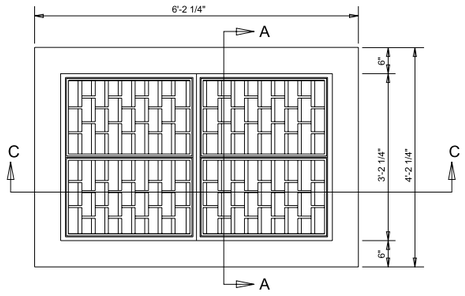
C. O. D.	A. B. & A.	APRIL 1997	251D	1	2009



PLAN VIEW

TWO GRATE INLET

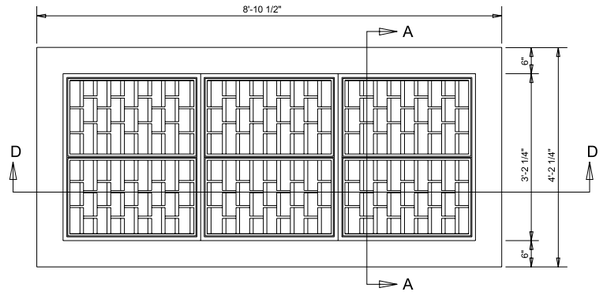
NO SCALE



PLAN VIEW

FOUR GRATE INLET

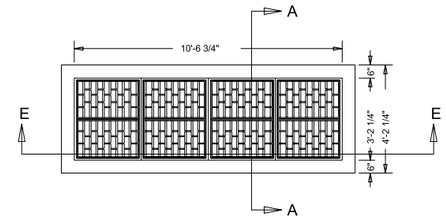
NO SCALE



PLAN VIEW

SIX GRATE INLET

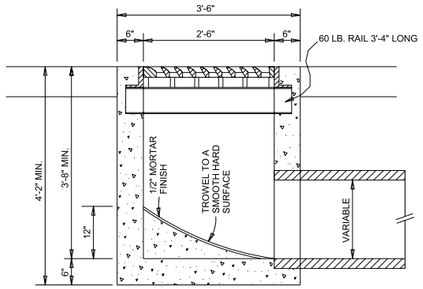
NO SCALE



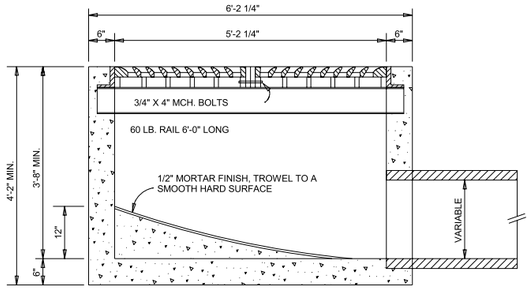
PLAN VIEW

EIGHT GRATE INLET

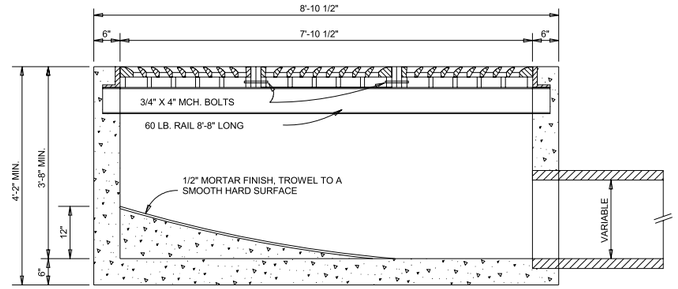
NO SCALE



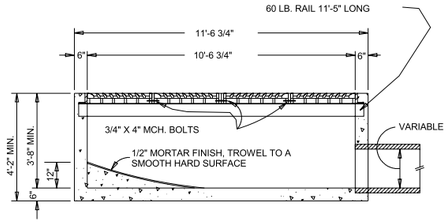
SECTION B-B



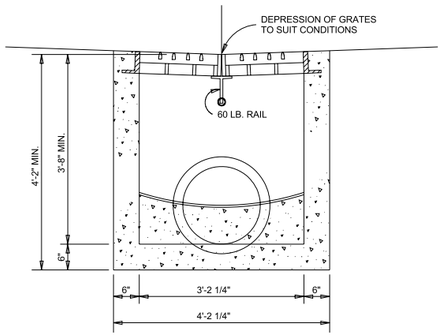
SECTION C-C



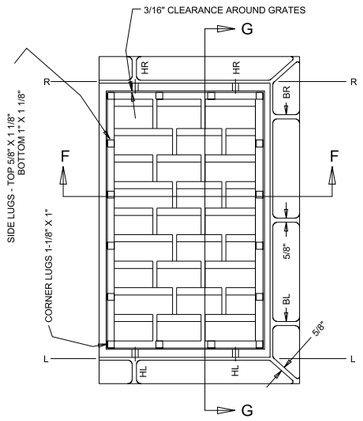
SECTION D-D



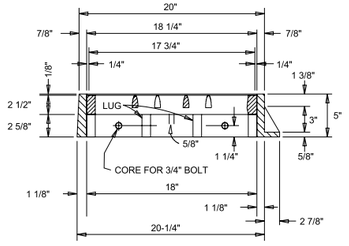
SECTION E-E



SECTION A-A

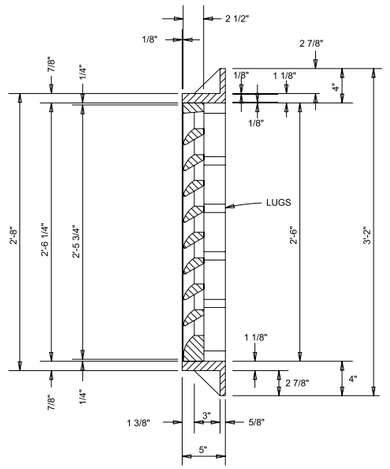


PLAN VIEW



SECTION F-F

TYPE "L" GRATE R-3076



SECTION G-G

TYPE "L" GRATE R-3076

SEE SHEET 9010 FOR GRATE DETAIL

SEE SHEET #2004 FOR STEEL DETAILS FOR WALLS AND BOTTOM

MODIFICATIONS FOR DOUBLE AND TRIPLE GRATE INLETS (PAGE 2002)

FOR STANDARD DOUBLE GRATE INLETS; ON RIGHT FRAME OMIT FLANGE ON LINE "L/L" AND ADD BRACKET "BL" AND CORE HOLES "HL", ON LEFT FRAME OMIT FLANGE ON LINE "R/R" AND ADD BRACKET "BR" AND CORE HOLES "HR". FOR STANDARD TRIPLE GRATE INLETS; USE ONE RIGHT FRAME AND ONE LEFT FRAME AND ONE FRAME OMITTING BOTH END FLANGES, ADD BRACKETS "BR" AND "BL" AND CORE HOLES "HR" AND "HL".

THE AVERAGE WEIGHT OF ALL GRATE INLETS SHALL NOT BE LESS THAN 153 LBS. THE AVERAGE WEIGHT OF SINGLE GRATE INLET FRAME SHALL NOT BE LESS THAN 185 LBS., THE DOUBLE GRATE INLET FRAMES SHALL NOT BE LESS THAN 177 LBS. EACH, AND THE CENTER FRAMES SHALL NOT BE LESS THAN 170 LBS. EACH.

FRAME DETAIL

NO SCALE

1. LATERAL MAY ENTER INLET AT ANY GRADE, ANGLE OR LOCATION.

2. EXCAVATION, FRAMES, GRATES AND COVERS SHALL BE INCLUDED IN UNIT PRICE.

3. EXTRA DEPTH INLETS WILL BE DIMENSIONED ON PLANS. A SEPARATE BID ITEM PER FOOT OF EXTRA DEPTH MAY BE PROVIDED.

4. TYPE "L" GRATES SHALL BE USED AS SHOWN ON SHEET 9010.

5. PROVIDE EXPANSION JOINTS AT EDGE OF ALL BLOCKOUTS FOR STREETS AND ALLEYS

DRAINAGE DETAILS

TWO, FOUR, SIX & EIGHT

GRATE INLETS, GRATE DETAILS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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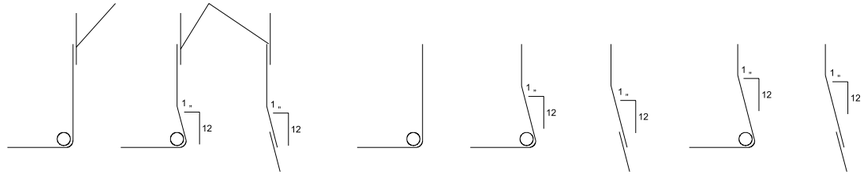
SURCHARGE	SLOPED	NONE	UP TO 7:1		" 5:1		" 3 : 1		" 2 : 1		" 2:1		" 1f:1		" 1 : 1	
WALL HEIGHT "H"	LEVEL	NONE	1'	2'	3'		4'		5'		6'		7'			
		WALL DIMENSIONS												MAX. SOIL PRESS. T/0'	MAX. REQ'D. A'S 0"/FT.	
		FW	TW	SW	HW	FT	KW								STEM	TOE	HEEL
	1	0	0	1'-0"	0	0	0	0	.125	0	0						
	2	1	1'-4"	4"	1'-0"	0	9"	9"	.235	.125	.125	.125					
	3	2	1	1'-6"	6"	1'-0"	0	9"	9"	.325	.125	.125	.125				
	4	3	2	1	2'-0"	8"	1'-0"	4"	1'-0"	9"	.236	.125	.125	.125	3'-2"	86	
	5	4	3	2	1	2'-7□"	10□"	1'-0"	9"	1'-0"	9"	.320	.125	.125	.125	4'-5"	120	
	6	5	4	3	2	1	3'-1□"	1'-1"	1'-0"	1'-0□"	1'-0"	9"	.403	.125	.125	.125	5'-7"	151
	7	6	5	4	3	2	1	3'-9"	1'-3"	1'-0"	1'-6"	1'-0"	9"	.485	.125	.125	.125	6'-9"	183
	8	7	6	5	4	3	2	1	4'-3"	1'-5"	1'-0"	1'-10"	1'-0"	9"	.576	.154	.125	.125	7'-11"	215
	9	8	7	6	5	4	3	2	4'-9"	1'-7"	1'-0"	2'-2"	1'-0"	9"	.666	.229	.125	.158	9'-1"	246
	10	9	8	7	6	5	4	3	5'-3"	1'-9"	1'-0"	2'-6"	1'-0"	9"	.755	.327	.173	.280	10'-3"	278
	11	10	9	8	7	6	5	4	5'-10"	1'-11□"	1'-0"	2'-10□"	1'-0"	9"	.817	.448	.234	.401	11'-5"	310
	12	11	10	9	8	7	6	5	6'-4□"	2'-1□"	1'-0"	3'-3"	1'-0"	9"	.895	.596	.302	.553	12'-8"	343
	13	12	11	10	9	8	7	6	6'-10□"	2'-3□"	1'-0"	3'-7"	1'-0"	9"	.980	.774	.384	.722	13'-10"	375
	14	13	12	11	10	9	8	7	7'-4□"	2'-5□"	1'-0"	3'-11"	1'-0"	9"	1.064	.985	.480	.924	14'-11"	405
	15	14	13	12	11	10	9	8	7'-10□"	2'-7□"	1'-1„"	4'-1‡"	1'-0"	9"	1.148	1.086	.591	1.113	16'-3"	441
	16	15	14	13	12	11	10	9	8'-4□"	2'-9□"	1'-2"	4'-5"	1'-3"	1'-0"	1.250	1.173	.538	.971	13'-0"	353
	17	16	15	14	13	12	11	10	8'-10□"	2'-11□"	1'-3"*	4'-7□"	1'-3"	1'-0"	1.333	1.297	.644	1.148	13'-0"	353
	18	17	16	15	14	13	12	11	9'-4□"	3'-1□"	1'-3□"	4'-11"*	1'-6"	1'-3"	1.434	1.383	.613	1.057	13'-0"	353
	19	18	17	16	15	14	13	12	9'-11□"	3'-4"	1'-5"*	5'-2□"	1'-6"	1'-3"	1.489	1.513	.724	1.246	13'-0"	353
	20	19	18	17	16	15	14	13	10'-4□"	3'-5□"	1'-6‰"	5'-4Z"	1'-6"	1'-3"	1.601	1.650	.838	1.414	13'-0"	353
	21	20	19	18	17	16	15	14	10'-10□"	3'-7□"	1'-7"	5'-8"	1'-9"	1'-6"	1.702	1.758	.811	1.336	13'-0"	353
	22	21	20	19	18	17	16	15	11'-4□"	3'-9□"	1'-8„"	5'-10‡"	1'-9"	1'-6"	1.785	1.939	.931	1.521	13'-0"	353
	23	22	21	20	19	18	17	16	12'-0"	4'-0"	1'-9„"	6'-2ƒ"	1'-9"	1'-6"	1.832	2.066	1.063	1.767	13'-0"	353
	24	23	22	21	20	19	18	17	12'-4□"	4'-1□"	1'-10„"	6'-4‡"	2'-0"	1'-6"	1.986	2.189	1.046	1.648	13'-0"	353
	25	24	23	22	21	20	19	18	12'-11□"	4'-4"	1'-11„"	6'-8„"	2'-0"	1'-6"	2.025	2.359	1.177	1.870	13'-0"	353
	26	25	24	23	22	21	20	19	13'-5□"	4'-6"	2'-0„"	6'-11…"	2'-3"	1'-6"	2.133	2.408	1.167	1.813	13'-0"	353
	27	26	25	24	23	22	21	20	13'-11□"	4'-8"	2'-1„"	7'-2„"	2'-3"	1'-6"	2.208	2.672	1.299	2.028	13'-0"	353
	28	27	26	25	24	23	22	21	14'-5□"	4'-10"	2'-2…"	7'-5„"	2'-3"	1'-9"	2.291	2.862	1.446	2.235	13'-0"	353
	29	28	27	26	25	24	23	22	14'-11□"	5'-0"	2'-3□"	7'-8"	2'-3"	1'-9"	2.374	3.057	1.603	2.468	13'-0"	353
	30	29	28	27	26	25	24	23	15'-5□"	5'-2"	2'-4ƒ"	7'-10‡"	2'-3"	1'-9"	2.456	3.261	1.771	2.717	13'-0"	353
	31	30	29	28	27	26	25	24	15'-11□"	5'-4"	2'-5ƒ"	8'-1ƒ"	2'-3"	1'-9"	2.539	3.470	1.951	2.992	13'-0"	353
	32	31	30	29	28	27	26	25	16'-5□"	5'-6"	2'-6Œ"	8'-4Z"	2'-6"	1'-9"	2.639	3.631	1.983	2.888	13'-0"	353
		A	B	C	D	E	F	G	K	DESIGN										

REINFORCING STEEL FOR 32'-0" PANEL (DESIGN A)

	+ A1 26~#5 @ 15"		+ A2 25~#6 @ 15"		A3 25~#7 @ 15"		** A4 26~#8 @ 15"		** A5 25~#9 @ 15"		A6 25~#11 @ 15"		A7 26~#11 @ 15"		B 26~#5 @ 15"		C				D #5 X 31'-6" @ 12" & 18"		F ° #8 X 3'-0" @ 12"		H #5 X 31'-6" @ 12"		T #5 X 31'-6" @ 12"		***U 26~#5 @ 15"	
	LGTH.	WT.	LGTH.	WT.	LGTH.	WT.	LGTH.	WT.	LGTH.	WT.	LGTH.	WT.	LGTH.	WT.	LGTH.	WT.	NO.	SIZE	SPA.	LGTH.	NO.	WT.	NO.	WT.	NO.	WT.	NO.	WT.	LGTH.	WT.
1																					2	66	2	16					1'-4"	36
2																					2	66	3	24			2	66	3'-4"	90
3																					4	131	4	32	2	66	2	66	5'-4"	145
4															3'-6"	95	26	#4	15"	1'-10"	32	5	164	5	40	2	66	2	66	7'-4"	199
5															4'-6"	122	26	#4	15"	2'-3"	39	7	230	6	48	2	66	2	66	8'-4"	226
6															5'-6"	149	26	#4	15"	2'-8"	46	9	296	7	56	3	99	2	66	8'-4"	226
7															6'-6"	176	26	#4	15"	3'-0"	52	10	329	8	64	3	99	2	66	8'-4"	226
8															7'-6"	203	26	#4	15"	3'-4"	58	12	394	9	72	3	99	3	99	8'-4"	226
9															8'-6"	231	26	#4	15"	3'-8"	64	13	427	10	80	3	99	3	99	8'-4"	226
10															9'-6"	258	38	#4	10"	4'-0"	102	15	493	11	88	4	131	3	99	8'-4"	226
11															10'-6"	285	38	#6	10"	4'-4"	247	17	559	12	96	4	131	3	99	8'-4"	226
12															11'-6"	312	38	#6	10"	4'-9"	271	19	624	13	104	4	131	4	131	8'-4"	226
13															12'-6"	339	38	#7	10"	5'-1"	395	20	657	14	112	5	164	4	131	8'-4"	226
14															13'-6"	366	38	#8	10"	5'-5"	550	22	723	14	112	5	164	4	131	8'-4"	226
15															14'-6"	393	38	#9	10"	5'-9"	743	24	789	15	120	6	197	4	131	8'-4"	226
16															15'-6"	420	38	#9	10"	6'-1"	786	25	821	16	128	6	197	4	131	8'-4"	226
17															16'-6"	447	38	#9	10"	6'-5"	829	27	887	17	136	7	230	5	164	8'-4"	226
18															17'-6"	475	38	#9	10"	6'-9"	872	29	953	18	144	7	230	5	164	8'-4"	226
19															18'-6"	502	38	#9	10"	7'-2"	926	30	986	18	144	7	230	5	164	8'-4"	226
20															19'-6"	529	38	#10	10"	7'-5"	1213	32	1051	19	152	8	263	5	164	8'-4"	226
21															20'-6"	556	38	#10	10"	7'-9"	1267	34	1117	20	160	8	263	5	164	8'-4"	226
22															21'-6"	583	38	#10	10"	8'-1"	1322	35	1150	21	168	8	263	5	164	8'-4"	226
23															22'-6"	610	76	#8	5"	8'-6"	1725	37	1216	22	176	9	296	6	197	8'-4"	226
24															23'-6"	637	76	#8	5"	8'-9"	1776	39	1281	23	184	9	296	6	197	8'-4"	226
25															24'-6"	664	76	#8	5"	9'-2"	1860	40	1314	24	192	9	296	6	197	8'-4"	226
26															25'-6"	692	76	#8	5"	9'-6"	1928	42	1380	25	200	10	329	6	197	8'-4"	226
27															26'-6"	719	76	#9	5"	9'-10"	2541	44	1446	26	208	10	329	6	197	8'-4"	226
28															27'-6"	746	76	#9	5"	10'-1"	2606	45	1478	27	216	10	329	7	230	8'-4"	226
29															28'-6"	773	76	#9	5"	10'-5"	2692	47	1544	28	224	11	361	7	230	8'-4"	226
30															29'-6"	800	76	#10	5"	10'-9"	3516	49	1610	29	232	11	361	7	230	8'-4"	226
31															30'-6"	827	76	#10	5"	11'-2"	3652	50	1643	31	248	11	361	8	263	8'-4"	226
32															31'-6"	854	76	#10	5"	11'-6"	3761	52	1708	32	256	12	394	8	263	8'-4"	226
																								DESIGN						

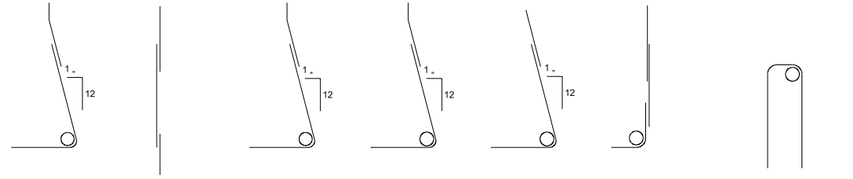
QUANTITIES FOR 32'-0" PANEL

HEIGHT PLUS SURCHARGE	SURCHARGE NONE		1' OR 7:1		2' OR 5:1		3' OR 3 □:1		4' OR 2 □:1		5' OR 2:1		6' OR 1ƒ:1		7' OR 1 □:1	
	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.
1	1.2	118														
2	3.3	246	2.1	184												
3	4.7	440	3.5	312	2.3	184										
4	6.6	748	5.4	472	4.2	344	3.0	282								
5	8.5	917	7.3	762	6.1	479	5.0	351	3.8	289						
6	10.3	1089	9.1	961	7.9	711	6.7	519	5.6	391	4.4	329				
7	12.2	1195	11.0	1100	9.9	972	8.7	817	7.5	525	6.3	397	5.1	335		
8	14.0	1366	12.8	1239	11.6	1143	10.4	1015	9.3	860	8.1	564	6.9	436	5.7	374
9	15.8	1472	14.6	1376	13.4	1249	12.2	1154	11.0	1026	9.9	871	8.7	570	7.5	442
10	17.6	1800	16.4	1672	15.2	1576	14.0	1449	12.8	1353	11.6	1225	10.4	1070	9.3	708
11	19.4	2119	18.2	1990	17.1	1862	15.9	1766	14.7	1639	13.5	1544	12.3	1416	11.1	1261
12	21.3	2349	20.1	2222	18.9	2094	17.7	1966	16.5	1870	15.3	1743	14.1	1648	13.0	1520
13	23.0	2876	21.9	2781	20.7	2654	19.5	2526	18.3	2398	17.1	2302	15.9	2174	14.7	2079
14	24.8	3255	23.6	3134	22.4	3039	21.3	2912	20.1	2784	18.9	2656	17.7	2560	16.5	2433
15	26.6	3722	25.5	3594	24.3	3473	23.1	3378	21.9	3251	20.7	3123	19.5	2995	18.4	2899
16	31.2	4236	30.1	4141	28.9	4013	27.7	3893	26.5	3798	25.3	3671	24.1	3543	22.9	3415
17	33.4	4637	32.2	4508	31.0	4414	29.9	4286	28.7	4166	27.5	4071	26.3	3944	25.1	3816
18	38.8	4970	37.6	4840	36.4	4712	35.2	4618	34.0	4490	32.8	4370	31.6	4275	30.5	4148
19	41.4	5285	40.2	5197	39.1	5068	37.9	4940	36.7	4846	35.5	4718	34.3	4598	33.1	4503
20	43.9	6092	42.7	6964	41.5	5877	40.3	5748	39.2	5620	38.0	5526	36.8	5398	35.6	5278
21	50.2	6665	49.0	6536	47.8	6409	46.7	6322	45.5	6193	44.3	6065	43.1	5971	41.8	5843
22	53.2	7038	52.0	6942	50.8	6814	49.6	6687	48.4	6600	47.3	6471	46.1	6343	44.9	6249
23	56.5	8081	55.3	7952	54.1	7857	53.0	7729	51.8	7602	50.6	7515	49.4	7386	48.2	7258
24	62.6	8503	61.4	8375	60.2	8247	59.0	8152	57.8	8024	56.6	7897	55.5	7810	54.3	7681
25	66.2	8976	65.0	8880	63.8	8753	62.6	8625	61.4	8530	60.3	8402	59.1	8275	57.9	8188
26	73.1	9505	71.9	9375	70.7	9280	69.6	9153	68.4	9025	67.2	8930	66.0	8802	64.8	8675
27	76.9	10538	75.7	10409	74.5	10280	73.3	10185	72.1	10058	71.0	9930	69.8	9835	68.6	9707
28	81.7	11614	80.5	11519	79.4	11391	78.2	11262	77.0	11167	75.8	11040	74.6	10912	73.4	10817
29	85.7	11949	84.5	11820	83.3	11726	82.2	11598	81.0	11469	79.8	11374	78.6	11247	77.4	11119
30	89.8	13792	88.6	13663	87.4	13535	86.3	13441	85.1	13313	83.9	13184	82.7	13089	81.5	12962
31	94.0	14449	92.8	14345	91.7	14217	90.5	14089	89.3	13995	88.1	13867	86.9	13738	85.7	13643
32	102.5	16064	101.3	15936	100.1	15833	98.9	15705	97.7	15577	96.5	15483	95.4	15355	94.2	15226
	A		B		C		D		E		F		G		K	



BARS A1

BARS A2 BARS A3



BARS A4 BARS A5 BARS A6 BARS A7 BARS B BARS U

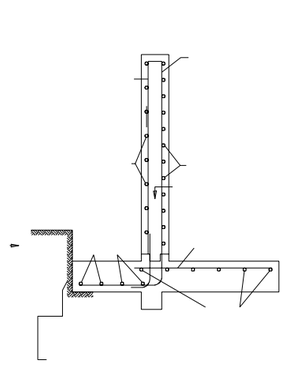
GENERAL NOTES:

1. REINFORCING STEEL BAR LENGTHS TABULATED ARE FOR NO SURCHARGE DESIGN A. TO MODIFY BAR LENGTHS FOR DIFFERENT SURCHARGE DESIGN, SUBTRACT THE AMOUNT OF LEVEL SURCHARGE FROM BARS A1 AND B. TAKE BARS D AND F FOR DESIGN B THRU K WALLS FROM DESIGN A WALL OF THE SAME HEIGHT. LENGTHS AND NUMBER OF OTHER BARS WILL BE UNCHANGED EXCEPT BAR A2 FOR H < 14'-0" WHEN SURCHARGE EXCEEDS 6 FT.
2. WALLS ARE DESIGNED USING 40# EQUAL FLUID PRESSURE AND WITH WEIGHT OF EARTH AT 120# / CU. FT.
3. ALL CONCRETE TO BE CLASS C, f'c = 3600 PSI; fc = 1440 PSI.
4. ALL REINFORCING STEEL TO BE GRADE 60; fs = 24,000 PSI.
5. FOR NOTES AND DETAILS NOT SHOWN ON THIS SHEET SEE SHEETS 2, AND 3.
6. 3ƒ INCH TO 11 INCH DIAMETER PINS ARE FOR BAR BENDING ONLY.
7. QUANTITIES ARE BASED ON "H" BEING AVERAGE HEIGHT OF PANEL.
8. RETAINING WALLS ARE DESIGNED TO BE CODED AS FOLLOWS ON RETAINING WALL LAYOUT SHEETS.

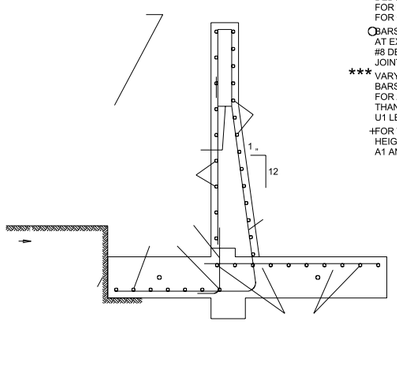
LC - 21 - 28
HA - 28 - 32

LENGTH OF PANEL { 28' REQUIRES SPECIAL QUANTITIES / 32' IS STANDARD
AVERAGE HEIGHT "H" OF PANEL.
DESIGN C = 2' LEVEL SURCHARGE OR SLOPED SURCHARGE UP THROUGH 5:1. A = NO SURCHARGE.
FOOTING PRESSURE DESIGN. H = HIGH, L = LOW

1. USE 1993 TEXAS STATE HIGHWAY DEPARTMENT SPECIFICATIONS.

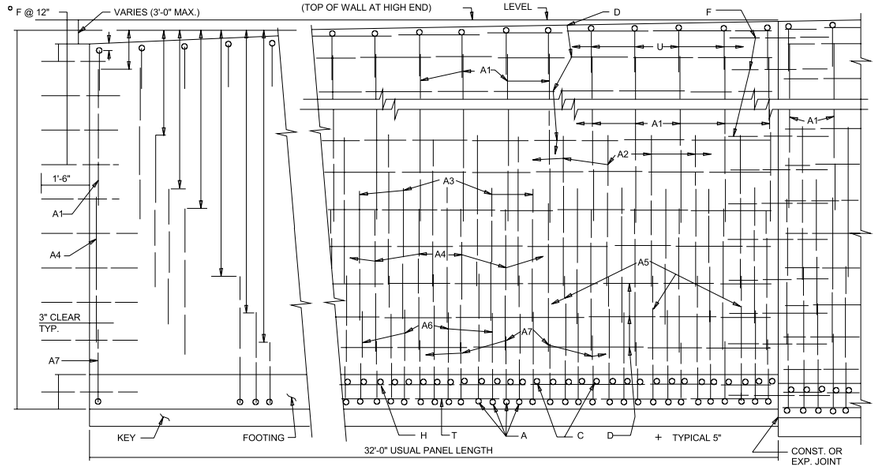


SECTION
H < 14'



SECTION
H > 14'

*DESIGN "A" WALL WITH ZERO SURCHARGE SHOWN AT RIGHT. DEDUCT AMOUNT OF SURCHARGE FOR DISTANCE TO TOP OF BAR FOR OTHER DESIGNS.
°BARS F TO BE #8 SMOOTH AT EXPANSION JOINTS AND #8 DEFORMED AT CONSTRUCTION JOINTS.
*** VARY LENGTH OF LEGS OF BARS U TO FIT SLOPE OF PANEL FOR ALL VALUES OF H LESS THAN 5'-0" I.E. FOR 10% GRADE U1 LEGS = 1'-0", U26 = 4'-0".
+FOR WALLS LESS THAN 13' IN HEIGHT, SPACING BETWEEN BARS A1 AND A2 = 7□".



REAR ELEVATION

** FOR H=20' USE #9 BARS A4
** FOR WALLS 32' HIGH USE #10 BARS A4 H=24' H=28' H=32'
** FOR WALLS 32' HIGH USE #11 BARS A5

STANDARD RETAINING WALL

DESIGNS A TO K

HIGH FOOTING PRESSURE (H.F.P.)

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	3001

PROPERTIES

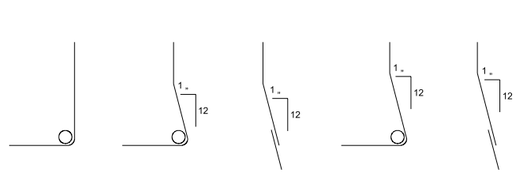
SURCHARGE LEVEL	SURCHARGE SLOPED	WALL HEIGHT "H"	WALL DIMENSIONS FW	TW	SW	HW	FT	KW	MAX. SOIL PRESS. T/ft²	MAX. REQ'D. A'S 0"/FT. STEM	TOE	HEEL
NONE	NONE	1	0	0	1'-0"	0	0	0	0	.125	0	0
	UP TO 7:1 1'	2	1'-8"	8"	1'-0"	0	9"	9"	.113	.125	.125	.125
	2'	3	2'-0"	1'-0"	1'-0"	0	9"	9"	.141	.125	.125	.125
	" 5:1 3'	4	2'-8"	1'-4"	1'-0"	4"	1'-0"	9"	.110	.125	.125	.125
	" 3 :1 3'	5	3'-6"	1'-9"	1'-0"	9"	1'-0"	9"	.143	.125	.125	.125
	" 2 :1 4'	6	4'-3"	2'-1 □"	1'-0"	1'-1 □"	1'-0"	9"	.176	.125	.125	.125
	" 2:1 5'	7	5'-0"	2'-6"	1'-0"	1'-6"	1'-0"	9"	.207	.125	.125	.125
	" 1f:1 6'	8	5'-8"	2'-10"	1'-0"	1'-10"	1'-0"	9"	.238	.154	.128	.125
	" 1 :1 7'	9	6'-4"	3'-2"	1'-0"	2'-2"	1'-0"	9"	.269	.229	.181	.158
		10	7'-0"	3'-6"	1'-0"	2'-6"	1'-0"	9"	.300	.327	.247	.280
		11	7'-9"	3'-10 □"	1'-0"	2'-10 □"	1'-0"	9"	.346	.448	.325	.401
		12	8'-6"	4'-3"	1'-0"	3'-3"	1'-0"	9"	.361	.596	.438	.553
		13	9'-2"	4'-7"	1'-0"	3'-7"	1'-0"	9"	.391	.774	.552	.722
		14	9'-10"	4'-11"	1'-0"	3'-11"	1'-0"	9"	.422	.985	.686	.924
		15	10'-6"	5'-3"	1'-1„"	4'-1‡"	1'-0"	9"	.465	1.086	.862	1.113
		16	11'-2"	5'-7"	1'-2"	4'-5"	1'-3"	1'-0"	.513	1.173	.785	.971
		17	11'-10"	5'-11"	1'-3"*	4'-7 □"	1'-3"	1'-0"	.544	1.291	.946	1.148
		18	12'-6"	6'-3 "	1'-3 □"	4-11"*	1'-6"	1'-3"	.593	1.383	.913	1.057
		19	13'-3"	6'-7 □"	1'-5"*	5'-2 □"	1'-6"	1'-3"	.623	1.513	1.081	1.246
		20	13'-10"	6'-11"	1'-6‰"	5'-4‡"	1'-6"	1'-3"	.652	1.650	1.229	1.414
		21	14'-6"	7'-3"	1'-7"	5'-8"	1'-9"	1'-6"	.702	1.758	1.205	1.336
		22	15'-2"	7'-7"	1'-8„"	5'-10‡"	1'-9"	1'-6"	.731	1.939	1.373	1.521
		23	16'-0"	8'-0"	1'-9„"	6'-2ƒ"	1'-9"	1'-6"	.761	2.066	1.590	1.767
		24	16'-6"	8'-3"	1'-10„"	6'-4‡"	2'-0"	1'-6"	.810	2.189	1.537	1.648
		25	17'-3"	8'-7 □"	1'-11„"	6'-8„"	2'-0"	1'-6"	.840	2.359	1.742	1.870
		26	17'-11"	8'-11 □"	2'-0„"	6'-11…"	2'-3"	1'-6"	.889	2.408	1.735	1.813
		27	18'-7"	9'-3 □"	2'-1„"	7'-2„"	2'-3"	1'-6"	.919	2.672	1.929	2.028
		28	19'-3"	9'-7 □"	2'-2…"	7'-5„"	2'-3"	1'-9"	.949	2.862	2.138	2.235
		29	19'-11"	9'-11 □"	2'-3 □"	7'-8"	2'-3"	1'-9"	.979	3.057	2.361	2.468
		30	20'-7"	10'-3 □"	2'-4ƒ"	7'-10‡"	2'-3"	1'-9"	1.009	3.261	2.599	2.717
		31	21'-3"	10'-7 □"	2'-5ƒ"	8'-1ƒ"	2'-3"	1'-9"	1.039	3.470	2.852	2.992
		32	21'-11"	10'-11 □"	2'-6Œ"	8'-4Œ"	2'-6"	1'-9"	1.088	3.631	2.817	2.888
			A	B	C	D	E	F	G	K	DESIGN	

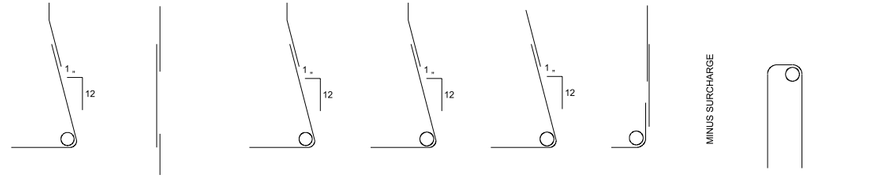
REINFORCING STEEL FOR 32'-0" PANEL (DESIGN A)

WALL HEIGHT "H"	+ A1 26~#5 @ 15" LGTH.	WT.	+ A2 25~#6 @ 15" LGTH.	WT.	A3 25~#7 @ 15" LGTH.	WT.	** A4 26~#8 @ 15" LGTH.	WT.	** A5 25~#9 @ 15" LGTH.	WT.	A6 25~#11 @ 15" LGTH.	WT.	A7 26~#11 @ 15" LGTH.	WT.	B 26~#5 @ 15" LGTH.	WT.	C NO.	SIZE	SPA.	LGTH.	WT.	D #5 X 31'-6" @ 12" & 18" NO.	WT.	F ° #8 X 3'-0" @ 12" NO.	WT.	H #5 X 31'-6" @ 12" NO.	WT.	T #5 X 31'-6" @ 12" NO.	WT.	***U 26~#5 @ 15" LGTH.	WT.	HEIGHT PLUS SURCHARGE
1																						2	66	2	16							1'-4"	36	1
2																						2	66	3	24			2	66			3'-4"	90	2
3																						4	131	4	32	2	66	2	66			5'-4"	145	3
4	3'-10"	104													3'-6"	95	26	#4	15"	1'-10"	32	5	164	5	40	2	66	2	66			7'-4"	199	4
5	5'-3"	142													4'-6"	122	26	#4	15"	2'-3"	39	7	230	6	48	2	66	3	99			8'-4"	226	5
6	6'-8"	181													5'-6"	149	26	#4	15"	2'-8"	46	9	296	7	56	3	99	3	99			8'-4"	226	6
7	8'-0"	217													6'-6"	176	26	#4	15"	3'-0"	52	10	329	8	64	3	99	3	99			8'-4"	226	7
8	9'-4"	253													7'-6"	203	26	#4	15"	3'-4"	58	12	394	9	72	3	99	4	131			8'-4"	226	8
9	10-8"	289													8'-6"	231	26	#4	15"	3'-8"	64	13	427	10	80	3	99	4	131			8'-4"	226	9
10	12'-0"	325	4'-2"	156											9'-6"	258	38	#4	10"	4'-0"	102	15	493	11	88	4	131	4	131			8'-4"	226	10
11	13'-5"	364	5'-4"	200											10'-6"	285	38	#6	10"	4'-4"	247	17	559	12	96	4	131	5	164	8'-4"	226	8'-4"	226	11
12	14'-9"	400	6'-7"	247											11'-6"	312	38	#6	10"	4'-9"	271	19	624	13	104	4	131	5	164	8'-4"	226	8'-4"	226	12
13	16'-1"	436	7'-8"	288	6'-9"	345									12'-6"	339	38	#7	10"	5'-1"	395	20	657	14	112	5	164	6	197	8'-4"	226	8'-4"	226	13
14	17'-5"	472	8-11"	335	8'-1"	413									13'-6"	366	38	#8	10"	5'-5"	550	22	723	14	112	5	164	6	197	8'-4"	226	8'-4"	226	14
15	18'-10"	511	10-1"	379	9'-6"	485									14'-6"	393	38	#9	10"	5'-9"	743	24	789	15	120	6	197	6	197	8'-4"	226	8'-4"	226	15
16	13'-0"	353	11'-2"	419	10'-11"	558	8'-5"	584							15'-6"	420	38	#9	10"	6'-1"	786	25	821	16	128	6	197	7	230	8'-4"	226	8'-4"	226	16
17	13'-0"	353	12'-5"	466	12'-4"	630	9'-10"	683							16'-6"	447	38	#9	10"	6'-5"	829	27	887	17	136	7	230	7	230	8'-4"	226	8'-4"	226	17
18	13'-0"	353	13'-7"	510	13-9"	703	11"-2"	775							17'-6"	475	38	#9	10"	6'-9"	872	29	953	18	144	7	230	8	263	8'-4"	226	8'-4"	226	18
19	13'-0"	353	14'-9"	554	15'-3"	779	12-8"	879							18'-6"	502	38	#9	10"	7'-2"	926	30	986	18	144	7	230	8	263	8'-4"	226	8'-4"	226	19
20	13'-0"	353	15'-11"	598	16'-7"	847	14'-1"	1245							19'-6"	529	38	#10	10"	7'-5"	1213	32	1051	19	152	8	263	8	263	8'-4"	226	8'-4"	226	20
21	13'-0"	353	11'-0"	413	18'-0"	920	15'-5"	1070	9'-7"	815					20'-6"	556	38	#10	10"	7'-9"	1267	34	1117	20	160	8	263	9	296	8'-4"	226	8'-4"	226	21
22	13'-0"	353	11'-0"	413	19'-5"	992	16'-11"	1174	10'-11"	928					21'-6"	583	38	#10	10"	8'-1"	1322	35	1150	21	168	8	263	9	296	8'-4"	226	8'-4"	226	22
23	13'-0"	353	11'-0"	413	20'-11"	1069	18'-5"	1278	12'-4"	1327					22'-6"	610	76	#8	5"	8'-6"	1725	37	1216	22	176	9	296	10	329	8'-4"	226	8'-4"	226	23
24	13'-0"	353	11'-0"	413	22'-3"	1137	19'-9"	1371	13'-7"	1461					23'-6"	637	76	#8	5"	8'-9"	1776	39	1281	23	184	9	296	10	329	8'-4"	226	8'-4"	226	24
25	13'-0"	353	11'-0"	413	12'-0"	613	21'-2"	1469	15'-0"	1275	5'-1"	675			24'-6"	664	76	#8	5"	9'-2"	1860	40	1314	24	192	9	296	10	329	8'-4"	226	8'-4"	226	25
26	13'-0"	353	11'-0"	413	12'-0"	613	22'-7"	1568	16'-4"	1388	6'-1"	808			25'-6"	692	76	#8	5"	9'-6"	1928	42	1380	25	200	10	329	11	361	8'-4"	226	8'-4"	226	26
27	13'-0"	353	11'-0"	413	12'-0"	613	24'-0"	1666	17'-8"	1502	7'-1"	941			26'-6"	719	76	#9	5"	9'-10"	2541	44	1446	26	208	10	329	11	361	8'-4"	226	8'-4"	226	27
28	13'-0"	353	11'-0"	413	12'-0"	613	25'-5"	1764	19'-0"	2044	8'-1"	1074			27'-6"	746	76	#9	5"	10'-1"	2606	45	1478	27	216	10	329	12	394	8'-4"	226	8'-4"	226	28
29	13'-0"	353	11'-0"	413	12'-0"	613	26'-11"	1869	20-4"	2187	9'-1"	1206			28'-6"	773	76	#9	5"	10'-5"	2692	47	1544	28	224	11	361	12	394	8'-4"	226	8'-4"	226	29
30	13'-0"	353	11'-0"	413	12'-0"	613	13'-10"	960	21'-8"	1842	10'-1"	1339	16'-11"	2337	29'-6"	800	76	#10	5"	10'-9"	3516	49	1610	29	232	11	361	12	394	8'-4"	226	8'-4"	226	30
31	13'-0"	353	11'-0"	413	12'-0"	613	13'-10"	960	23-0"	1955	11'-1"	1472	18'-4"	2533	30'-6"	827	76	#10	5"	11'-2"	3652	50	1643	31	248	11	361	13	427	8'-4"	226	8'-4"	226	31
32	13'-0"	353	11'-0"	413	12'-0"	613	13'-10"	960	24'-4"	3232	12'-1"	1605	19'-9"	2728	31'-6"	854	76	#10	5"	11'-6"	3761	52	1708	32	256	12	394	13	427	8'-4"	226	8'-4"	226	32
	DESIGN														DESIGN																		

QUANTITIES FOR 32'-0" PANEL

SURCHARGE	NONE		1' OR 7:1		2' OR 5:1		3' OR 3 □:1		4' OR 2 □:1		5' OR 2:1		6' OR 1ƒ:1		7' OR 1 □:1	
	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.	CONC. C.Y.	REINF. L.B.
A	1.2	118														
B	3.6	246	2.4	184												
C	5.1	440	3.9	312	2.7	184										
D	7.4	766	6.2	472	5.0	344	3.8	282								
E	9.6	972	8.4	817	7.2	512	6.0	384	4.8	322						
F	11.6	1152	10.4	1024	9.3	774	8.1	552	6.9	424	5.7	362				
G	13.7	1262	12.5	1167	11.3	1039	10.1	884	9.0	558	7.8	430	6.6	368		
K	15.7	1436	14.5	1309	13.3	1214	12.1	1086	10.9	931	9.8	596	8.6	468	7.4	406
	17.7	1547	16.5	1451	15.3	1324	14.1	1229	12.9	1101	11.7	946	10.5	602	9.4	474
	19.6	1910	18.4	1782	17.3	1686	16.1	1559	14.9	1464	13.7	1336	12.5	1181	11.3	672
	21.7	2272	20.5	2144	19.3	2016	18.1	1919	17.0	1792	15.8	1697	14.6	1569	13.4	1414
	23.8	2479	22.6	2352	21.4	2224	20.2	2096	19.0	2000	17.9	1872	16.7	1777	15.5	1649
	25.8	3159	24.6	3064	23.4	2937	22.2	2809	21.0	2681	19.8	2585	18.6	2457	17.5	2362
	27.7	3558	26.5	3438	25.4	3343	24.2	3216	23.0	3088	21.8	2960	20.6	2864	19.4	2736
	29.8	4040	28.6	3912	27.4	3791	26.2	3696	25.0	3569	23.8	3441	22.6	3313	21.5	3217
	35.4	4722	34.2	4627	33.0	4499	31.8	4379	30.6	4284	29.5	4157	28.3	4029	27.1	3901
	37.8	5117	36.6	4988	35.4	4894	34.2	4766	33.1	4646	31.9	4551	30.7	4424	29.5	4296
	44.3	5504	43.1	5374	41.9	5246	40.8	5152	39.6	5024	38.4	4904	37.2	4809	36.0	4682
	47.3	5842	46.1	5754	44.9	5625	43.7	5497	42.5	5403	41.3	5275	40.2	5155	39.0	5060
	50.0	6740	48.9	6612	47.7	6525	46.5	6396	45.3	6268	44.1	6174	42.9	6040	41.8	5326
	57.7	7456	56.5	7327	55.4	7200	54.2	7113	53.0	6984	51.8	6856	50.6	6762	49.4	6634
	61.0	7868	59.9	7772	58.7	7644	57.5	7517	56.3	7430	55.1	7301	53.9	7173	52.7	7079
	64.8	9018	63.6	8989	62.4	8794	61.3	8666	60.1	8539	58.9	8452	57.7	8323	56.5	8195
	72.3	9464	71.2	9336	70.0	9208	68.8	9113	67.6	8985	66.4	8853	65.2	8771	64.1	8642
	76.4	9679	75.2	9583	74.0	9456	72.8	9328	71.6	9233	70.4	9105	69.3	8978	68.1	8891
	85.0	10259	83.8	10129	82.6	10034	81.5	9907	80.3	9779	79.1	9684	77.9	9556	76.7	9429
	89.2	11318	88.0	14189	86.9	11060	85.7	10965	84.5	10838	83.3	10710	82.1	10615	80.9	10487
	94.5	12256	93.3	12161	92.1	12053	91.0	11904	89.8	11809	88.6	11682	87.4	11554	86.2	11459
	98.9	12855	97.8	12726	96.6	12632	95.4	12504	94.2	12375	93.0	12290	91.8	12153	90.6	12025
	103.5	14996	102.3	14867	101.1	14739	99.9	14645	98.7	14517	97.6	14388	96.4	14293	95.2	14166
	108.1	15683	107.0	15579	105.8	15451	104.6	15323	103.4	15229	102.2	15101	101.0	14972	99.8	14877
	118.6	17530	117.5	17402	116.3	17299	115.1	17171	113.9	17043	112.7	16949	111.5	16821	110.3	16692
	A		B		C		D		E		F		G		K	





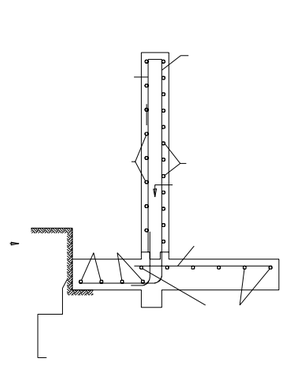
GENERAL NOTES:

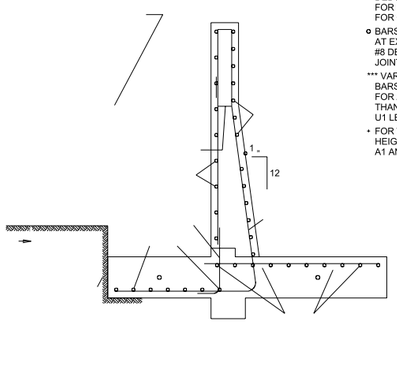
1. REINFORCING STEEL BAR LENGTHS TABULATED ARE FOR NO SURCHARGE DESIGN A. TO MODIFY BAR LENGTHS FOR DIFFERENT SURCHARGE DESIGN, SUBTRACT THE AMOUNT OF LEVEL SURCHARGE FROM BARS A1 AND B. TAKE BARS D AND F FOR DESIGN B THRU K WALLS FROM DESIGN A WALL OF THE SAME HEIGHT. LENGTHS AND NUMBER OF OTHER BARS WILL BE UNCHANGED EXCEPT BAR A2 FOR H < 14'-0" WHEN SURCHARGE EXCEEDS 6 FT.
2. WALLS ARE DESIGNED USING 40# EQUAL FLUID PRESSURE AND WITH WEIGHT OF EARTH AT 120# / CU. FT.
3. ALL CONCRETE TO BE CLASS C, f'c = 3600 PSI; fc = 1440 PSI.
4. ALL REINFORCING STEEL TO BE GRADE 60; fs = 24,000 PSI.
5. FOR NOTES AND DETAILS NOT SHOWN ON THIS SHEET SEE SHEETS 2, AND 3.
6. 3ƒ INCH TO 11 INCH DIAMETER PINS ARE FOR BAR BENDING ONLY.
7. QUANTITIES ARE BASED ON "H" BEING AVERAGE HEIGHT OF PANEL.
8. RETAINING WALLS ARE DESIGNED TO BE CODED AS FOLLOWS ON RETAINING WALL LAYOUT SHEETS.

LC - 21 - 28
HA - 28 - 32

LENGTH OF PANEL { 28' REQUIRES SPECIAL QUANTITIES / 32' IS STANDARD
AVERAGE HEIGHT "H" OF PANEL.
DESIGN C = 2' LEVEL SURCHARGE OR SLOPED SURCHARGE UP THROUGH 5:1. A = NO SURCHARGE.
FOOTING PRESSURE DESIGN. H = HIGH, L = LOW

1. USE 1993 TEXAS STATE HIGHWAY DEPARTMENT SPECIFICATIONS.



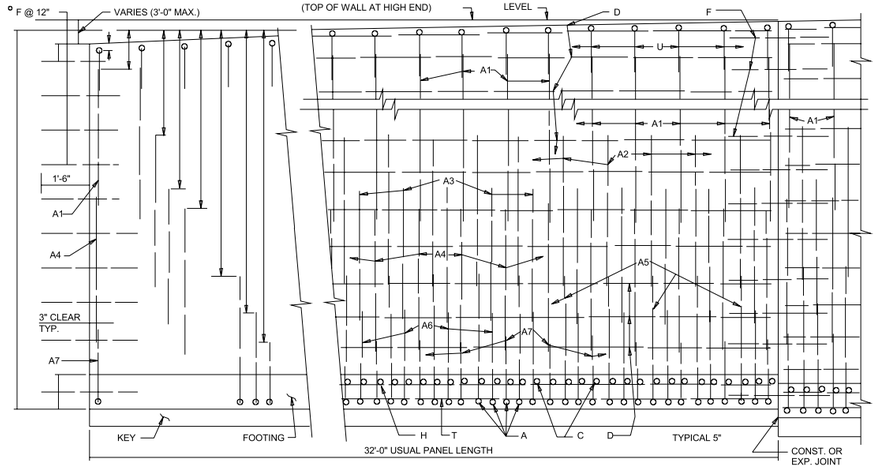


* DESIGN "A" WALL WITH ZERO SURCHARGE SHOWN AT RIGHT. DEDUCT AMOUNT OF SURCHARGE FOR DISTANCE TO TOP OF BAR FOR OTHER DESIGNS.

° BARS F TO BE #8 SMOOTH AT EXPANSION JOINTS AND #8 DEFORMED AT CONSTRUCTION JOINTS.

*** VARY LENGTH OF LEGS OF BARS U TO FIT SLOPE OF PANEL FOR ALL VALUES OF H LESS THAN 5'-0" I.E. FOR 10% GRADE U1 LEGS = 1'-0", U26 = 4'-0".

• FOR WALLS LESS THAN 13' IN HEIGHT, SPACING BETWEEN BARS A1 AND A2 = 7 □".



* FOR FOLLOWING HEIGHTS USE #10 BARS AT 14" H=5'-2", H=6'-2", H=7'-2"

** FOR WALLS 32' HIGH USE #11 BARS A5

STANDARD RETAINING WALL

DESIGNS A TO K

LOW FOOTING PRESSURE (L.F.P.)

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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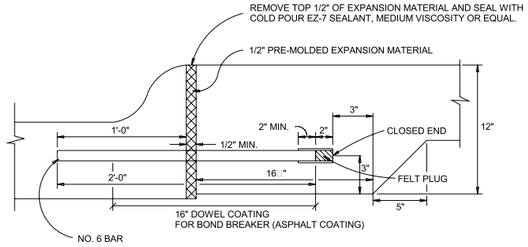
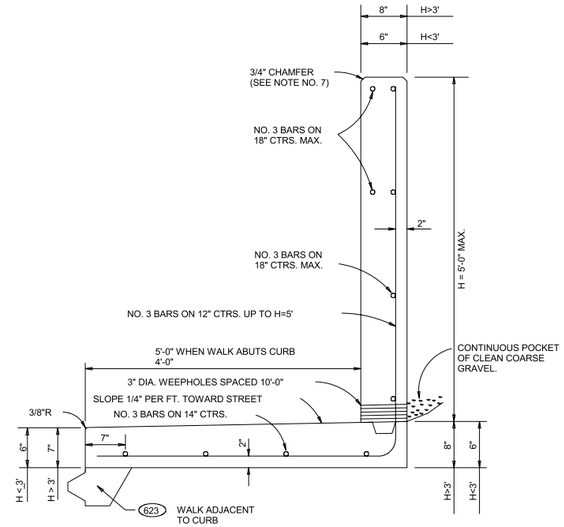
C. O. D.	A. B. & A.	APRIL 1997	251D	1	3002



EXPANSION JOINT DETAIL AGAINST CURB

(FOR WALLS OVER 5 FEET IN HEIGHT WITH FOOTING ABUTING BACK OF CURB.)

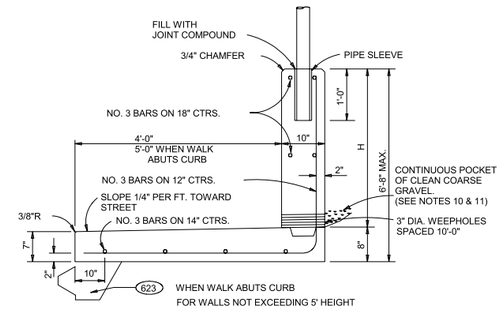
1. DOWELS SHALL BE COATED WITH BOND BREAKER ON WALL FOOTING SIDE AS SHOWN.
2. SPACING SHALL BE 12" ON CENTER, NO. 6 DOWEL BARS.
3. THE SLEEVE FOR DOWEL SHALL HAVE AN INSIDE DIAMETER OF 7/8" AND BE OF A QUALITY AND DESIGN TO PROVIDE FREE MOVEMENT OF THE DOWEL.
4. ENTIRE DOWEL AND SLEEVE ASSEMBLY WITH JOINT FILLER MATERIAL SHALL BE SECURED IN POSITION PARALLEL WITH THE FOOTING SURFACE BY A METHOD APPROVED BY THE ENGINEER PRIOR TO POURING OPERATION.



TYPE 6 RETAINING WALL

COMBINATION CANTILEVER & WALK

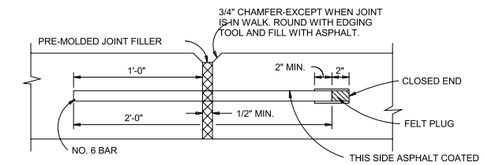
WALL GREATER THAN H=5'-0" REQUIRES SPECIAL ENGINEERING ANALYSIS



TYPE 7 RETAINING WALL

COMBINATION CANTILEVER & WALK WITH FENCE

FENCE TO BE A SEPARATE PAY ITEM

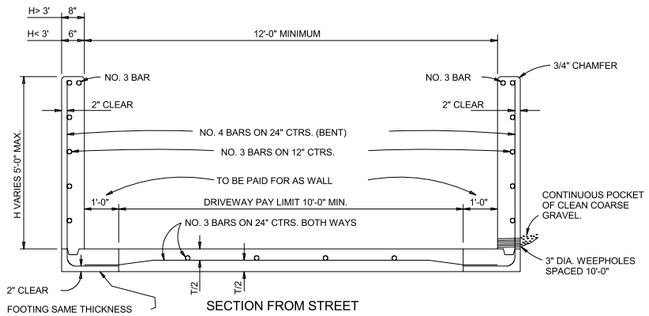


EXPANSION JOINT DETAIL IN WALL

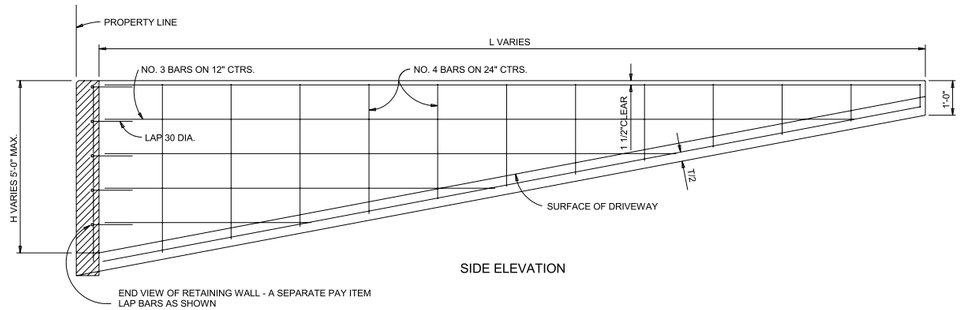
THE DOWELS SHALL BE SPACED 1'-0" MAXIMUM BEGINNING 1'-0" ABOVE FOOTING. A MINIMUM OF 2 DOWELS TO BE USED IN EACH JOINT, THE SLEEVE FOR DOWEL SHALL HAVE AN INSIDE DIAMETER OF 7/8" AND BE OF A QUALITY AND DESIGN TO PROVIDE FREE MOVEMENT OF THE DOWEL. THE ENTIRE DOWEL AND SLEEVE ASSEMBLY SHALL BE SECURED IN POSITION PRIOR TO POURING OPERATIONS.

THE EXPANSION JOINT SHALL EXTEND THROUGHOUT THE STEM AND WALK SECTION IN CONTINUOUS VERTICAL PLANE. ALL OTHER DETAILS TO BE AS ABOVE.

SPACING OF JOINTS SHALL BE 45' MAXIMUM FOR TYPES 6 THRU 8.



SECTION FROM STREET



SIDE ELEVATION

TYPE 8 RETAINING WALL

FOR DRIVEWAY THROUGH PROPERTY LINE RETAINING WALL

GENERAL NOTES FOR RETAINING WALLS, ALL TYPES (U.N.O.)

1. RETAINING WALLS SHALL BE BUILT WITH PERFORATED DRAIN SYSTEM INSTEAD OF WEEP HOLES WHENEVER FEASIBLE.
2. BARS SHALL CONFORM TO ITEM 2.2.6 OF NCTCOG SPECIFICATIONS.
3. BAR LAPS SHALL BE 30 DIAMETERS.
4. ALL EXPOSED SURFACES EXCEPT DRIVEWAY AND WALK SHALL RECEIVE A CARBORUNDUM OR APPROVED PAINTED FINISH.
5. DRIVEWAY AND WALK SHALL RECEIVE A NON-SKID WOOD FLOAT FINISH.
6. EXPOSED EDGES AND CORNERS TO BE ROUNDED OR CHAMFERED AS INDICATED HEREIN. (CHAMFER ON BACK OF WALL MAY BE ELIMINATED TO PERMIT MOWING)
7. WEEP HOLES SHALL BE FORMED BY FIBER DUCT 3" O.D.
8. FOR WALL TYPES 6 & 7, THE WALKWAY WIDTH MAY BE INCREASED WHEN SPECIFIED ON THE PLANS, BUT SHALL NOT BE DECREASED UNLESS A SPECIAL DETAILED DESIGN IS PROVIDED IN THE PLANS AND SPECIFICATIONS.
9. WEEP HOLES OR PERFORATED DRAIN SYSTEM MAY BE DELETED FOR RETAINING WALLS NOT EXCEEDING 3' IN HEIGHT WHEN APPROVED BY THE ENGINEER.
10. EXPANSION JOINTS SHALL BE CONSTRUCTED BETWEEN STREET CURB AND RETAINING WALL FOOTINGS ABUTTING BACK OF CURBS WHEN RETAINING WALL HEIGHT EXCEEDS 5' (SEE DETAIL ABOVE). FOR WALLS LESS THAN OR EQUAL TO 5' IN HEIGHT, SIDEWALK LUGS SHALL SHALL BE CONSTRUCTED AT BACK OF CURB INTEGRAL WITH THE RETAINING WALL FOOTING
(NO EXPANSION MATERIAL).

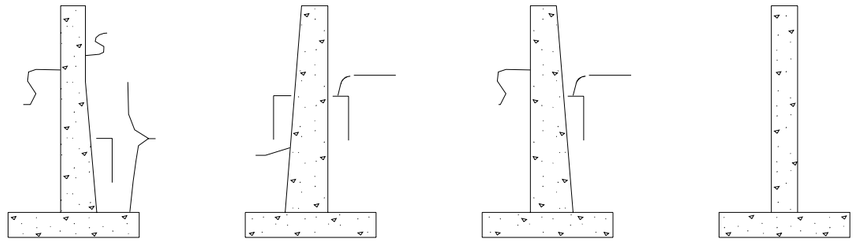
STANDARD RETAINING WALLS

TYPES 6-8

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	3003



AS DETAILED
ALL HEIGHTS
(Basis for Payment)

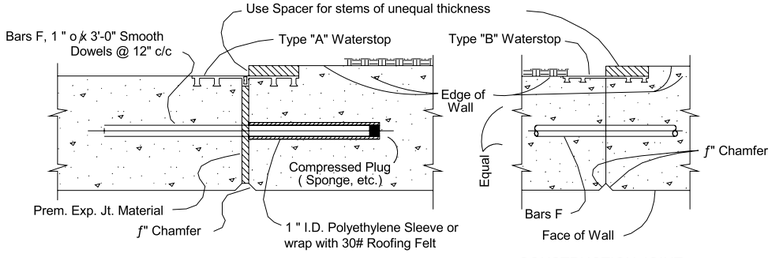
BOTH FRONT & BACK
FACES SLOPING
Other slopes may be used on either front or back face of wall.

FRONT FACE VERTICAL
BACK FACE SLOPED
(For "H" > 14')

BOTH FACES VERTICAL
(As detailed for "H" 14')

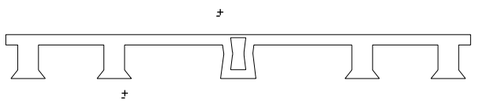
ALTERNATE STEM SLOPE DETAILS

Walls with slopes other than these may be used after approval by the Engineer. Sw shall not be less than shown in Table on page 3001 or 3002. No payment will be made for excess concrete due to changing of slope of wall face.



EXPANSION JOINT

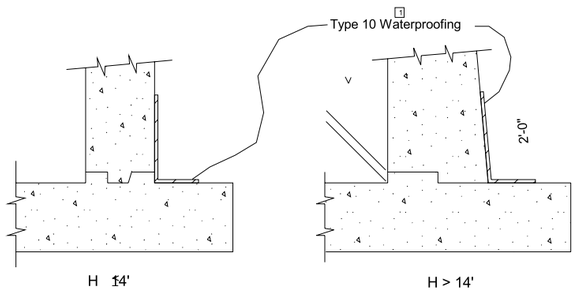
CONSTRUCTION JOINT



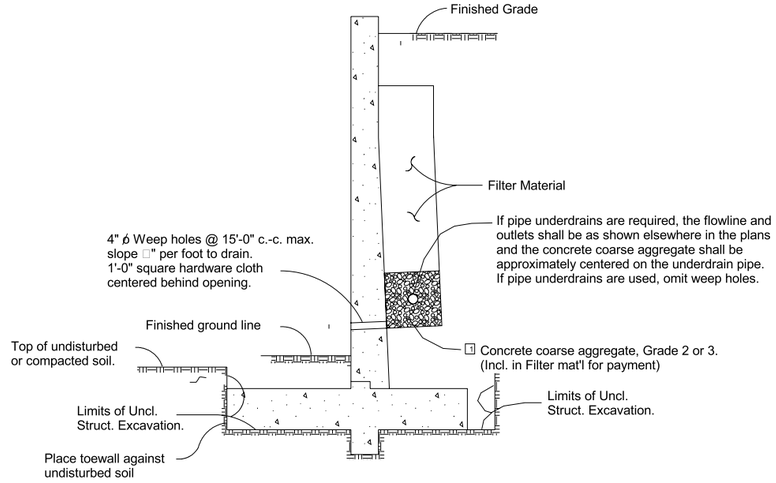
PVC WATERSTOP TYPE "A"

Note : Dimensions & shapes may vary slightly depending on manufacturer.

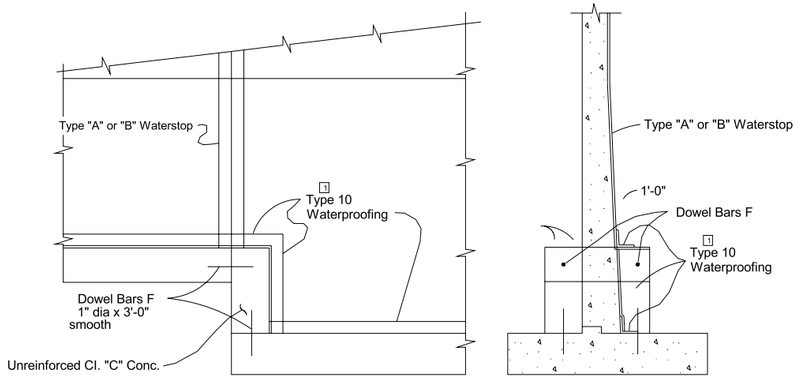
PVC WATERSTOP TYPE "B"



JOINT AND WATERSTOP DETAILS



DRAINAGE DETAILS & EXCAVATION



PART ELEVATION

PART SECTION

SHOWING WATERSTOP @ FOOTING JOINT

GENERAL NOTES :

Walls are designed to provide a minimum factor of safety against sliding of 1.5 . The undisturbed or compacted soil depth in front of walls, from bottom of key up shall not be less than Kw + Fr + 1'-0". The angle of internal friction ( ) Φ of this soil must be greater than 20^.

The bearing capacity of the soil must be equal to or greater than the wall footing pressure.

Retaining walls with heights up to 15'-0" are detailed to be placed on grades up thru 10 % with footing level, with no changes in reinforcing steel. Steeper grades can be accomodated by shortening Bars A &,B and increasing length of legs of Bars U by the same amount. No change in Quantities will be involved. Walls over 15'-0" in height can be placed on steeper grades with no revisions.

Retaining walls may be placed on Horizontal Curves by adjusting lengths of footing Bars T & H. Minor revisions of Concrete Quantities may be required when maximum footing pressure walls are used.

Designed in accordance with A.A.S.H.T.O. 1973 Standard Specifications.

All concrete to be Class C, f'c = 3600 psi fc = 1440 psi

Reinforcing bar laps and splices shall conform to City of Dallas Specifications.

Cost of Furnishing and installing expansion joint material and waterstops shall be included in price bid for Class C Concrete (Retaining Walls)

For notes and details not shown on this sheet, see sheets 3001 & 3002

Use 1993 Texas State Highway Department Specifications.

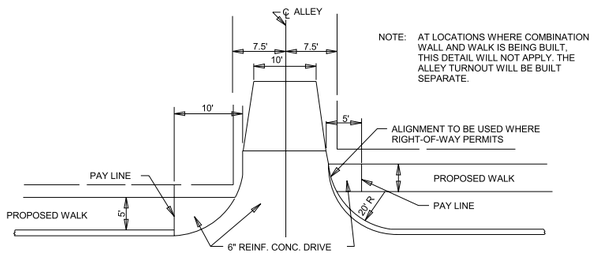
STANDARD RETAINING WALLS

MISCELLANEOUS DETAILS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

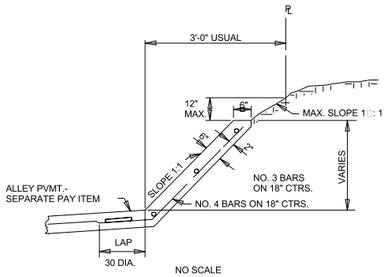
DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	3004



NOTE: AT LOCATIONS WHERE COMBINATION WALL AND WALK IS BEING BUILT, THIS DETAIL WILL NOT APPLY. THE ALLEY TURNOUT WILL BE BUILT SEPARATE.

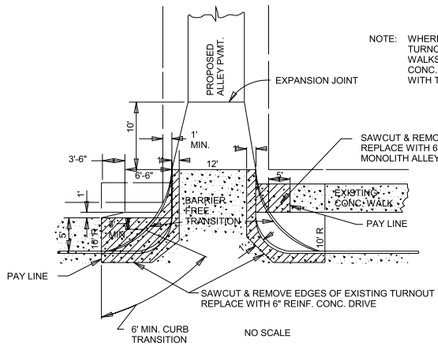
WALK ADJACENT TO ALLEY TURNOUTS IS TO BE BUILT MONOLITHIC WITH THE TURNOUT AND TO THE SAME STANDARDS.

TYPICAL PLAN - ALLEY TURNOUTS



NO SCALE

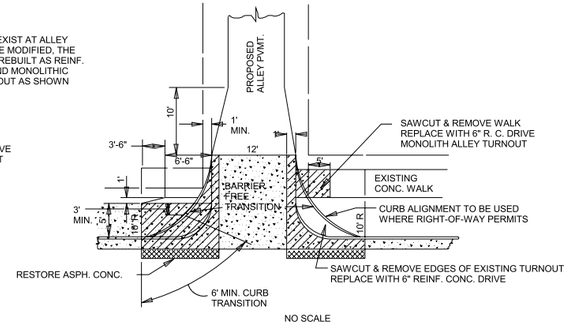
ALLEY SLOPE PROTECTION



NOTE: WHERE WALKS EXIST AT ALLEY TURNOUTS TO BE MODIFIED, THE WALKS WILL BE REBUILT AS REINF. CONC. DRIVE, AND MONOLITHIC WITH THE TURNOUT AS SHOWN

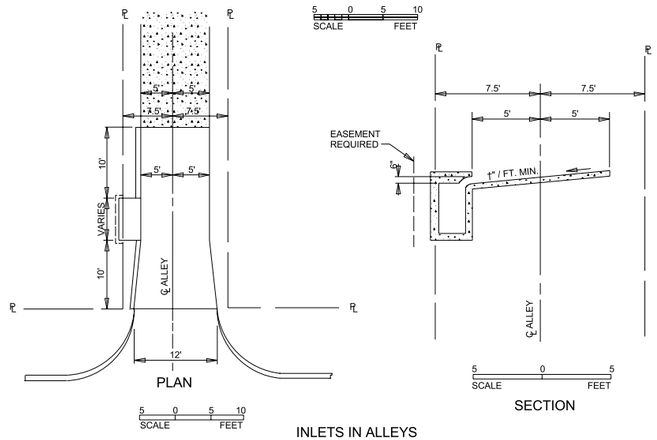
NO SCALE

DETAIL FOR WIDENING INTERSECTION OF PROPOSED ALLEY WITH EXISTING ALLEY PAVEMENT



NO SCALE

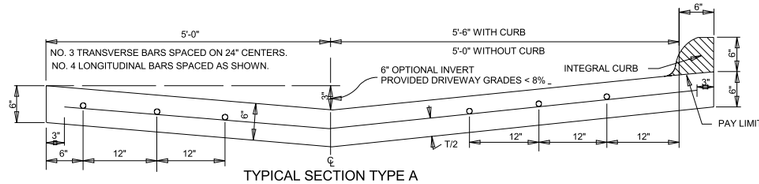
DETAIL SHOWING MODIFICATION OF EXISTING TURNOUT AT ASPHALT STREET WITH CONCRETE CURB & GUTTER



PLAN

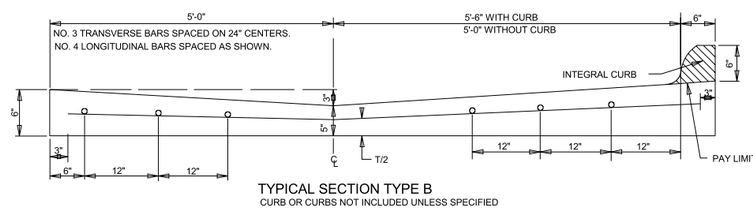
SECTION

INLETS IN ALLEYS



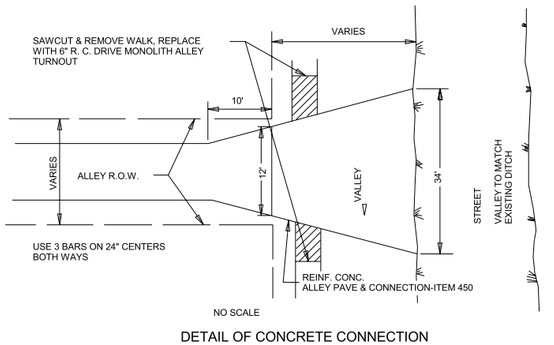
TYPICAL SECTION TYPE A

CURB OR CURBS NOT INCLUDED UNLESS SPECIFIED



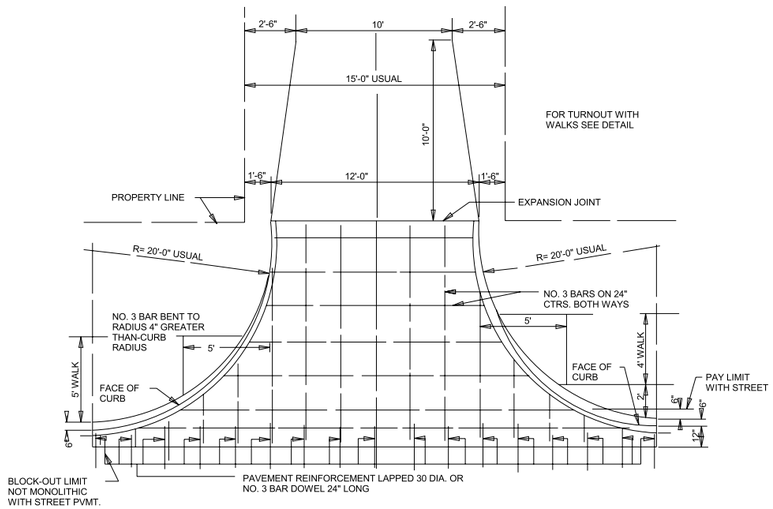
TYPICAL SECTION TYPE B

CURB OR CURBS NOT INCLUDED UNLESS SPECIFIED



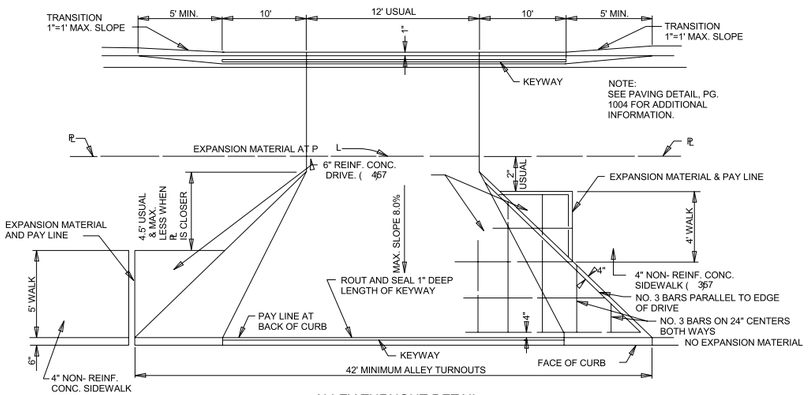
NO SCALE

DETAIL OF CONCRETE CONNECTION TO STREETS WITHOUT CURBS



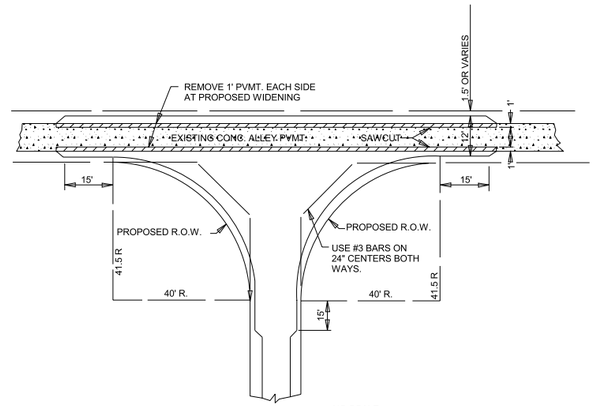
ALTERNATE ALLEY PAVING TURNOUT DETAIL

10 0 5 10
SCALE FEET



ALLEY TURNOUT DETAIL

NO SCALE



NO SCALE

DETAIL FOR WIDENING INTERSECTION OF PROPOSED ALLEY WITH EXISTING ALLEY PAVEMENT

NOTE:
1. REDWOOD EXPANSION JOINTS SHALL BE PLACED AT ALL ABRUPT CHANGES IN ALIGNMENT OR WIDTH OR AT A MAXIMUM DISTANCE OF 150 FEET.
2. SUBGRADE PREPARATION SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIFICATIONS AND SPECIAL PROVISIONS BEFORE PAVEMENT IS PLACED. SUBGRADE SHALL BE CUT TO DESIGN BOTTOM OF PAVEMENT ELEVATION, SCARIFIED TO A DEPTH OF 8" TO A WIDTH ONE FOOT OUTSIDE OF THE PAVEMENT LIMITS AND COMPACTED TO A DENSITY OF 98% STANDARD PROCTOR DENSITY AT A MOISTURE CONTENT BETWEEN(-) 2% TO (+) 4% OF OPTIMUM MOISTURE.

NOTE: ALTERNATE REINFORCEMENT
1. APPROVED WELDED WIRE FABRIC IN SHEETS MAY BE USED IN LIEU OF DEFORMED REINFORCING BARS.
2. THE WIRE FABRIC SHALL BE SUPPORTED ON 36" CENTERS BOTH WAYS BY APPROVED BAR CHAIRS.
3. THE SIZE OF THE WIRE FABRIC SHALL BE 12 X 12 - W3.5 X W3.5 WITH A NORMINAL DIAMETER OF 0.211 INCHES AND A NOMINAL WEIGHT OF 0.119 LBS / LIN. FT.

STANDARD ALLEY PAVING

TURNOUTS AND SLOPE PROTECTION DETAILS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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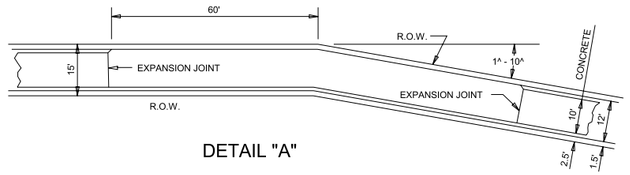
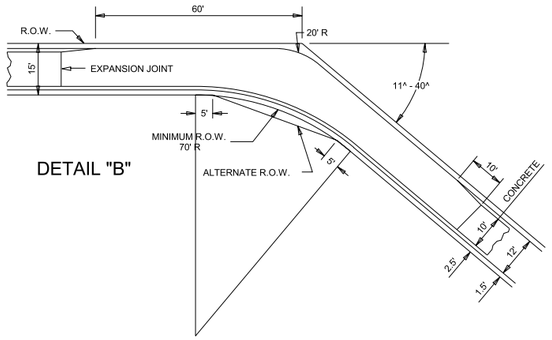
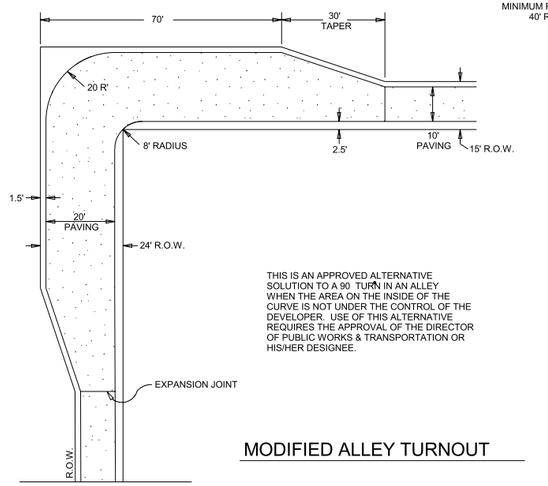


DETAIL "A"

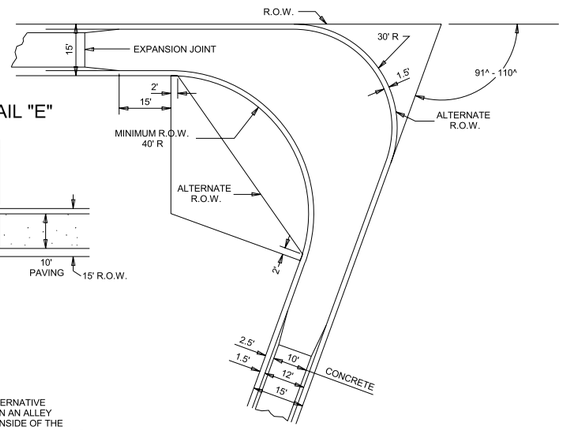


DETAIL "B"

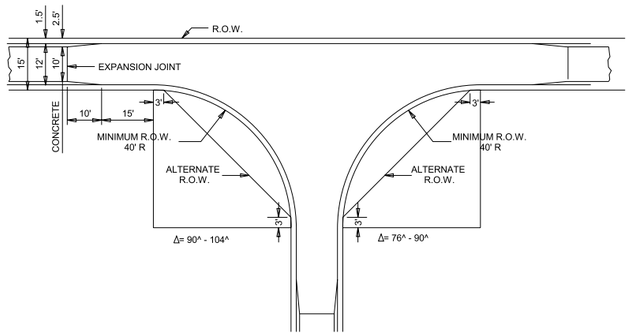


THIS IS AN APPROVED ALTERNATIVE SOLUTION TO A 90 TURN IN AN ALLEY WHEN THE AREA ON THE INSIDE OF THE CURVE IS NOT UNDER THE CONTROL OF THE DEVELOPER. USE OF THIS ALTERNATIVE REQUIRES THE APPROVAL OF THE DIRECTOR OF PUBLIC WORKS & TRANSPORTATION OR HIS/HER DESIGNEE.

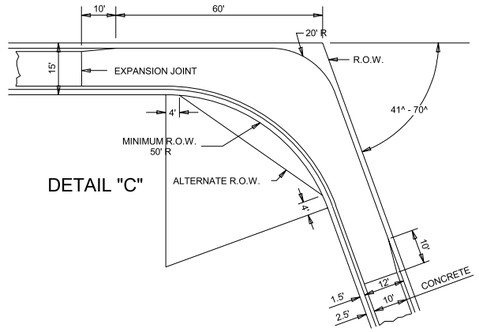
MODIFIED ALLEY TURNOUT



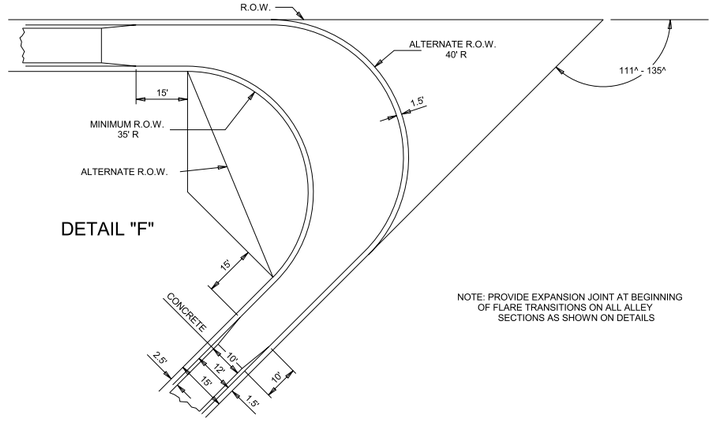
DETAIL "E"



DETAIL "G"

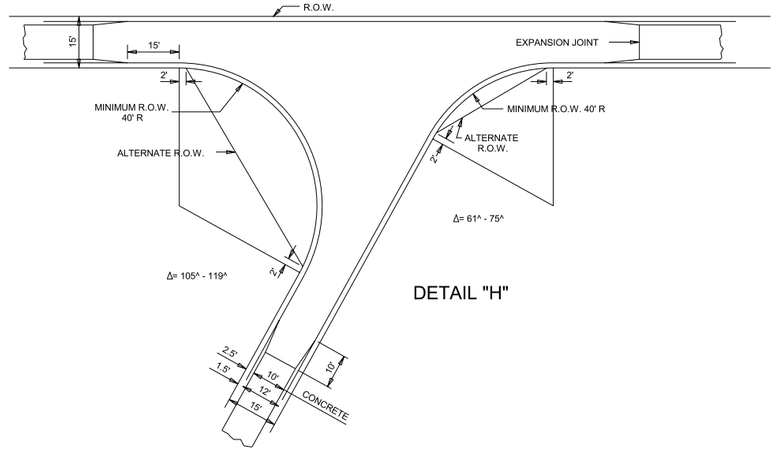


DETAIL "C"

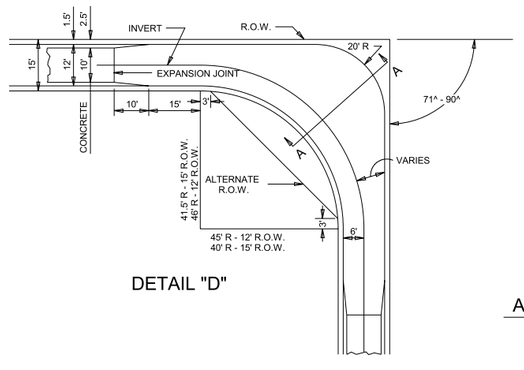


DETAIL "F"

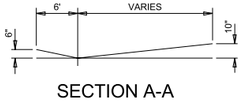
NOTE: PROVIDE EXPANSION JOINT AT BEGINNING OF FLARE TRANSITIONS ON ALL ALLEY SECTIONS AS SHOWN ON DETAILS



DETAIL "H"

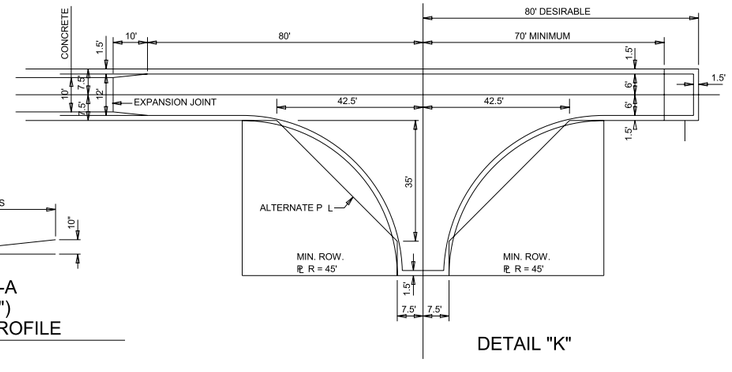


DETAIL "D"



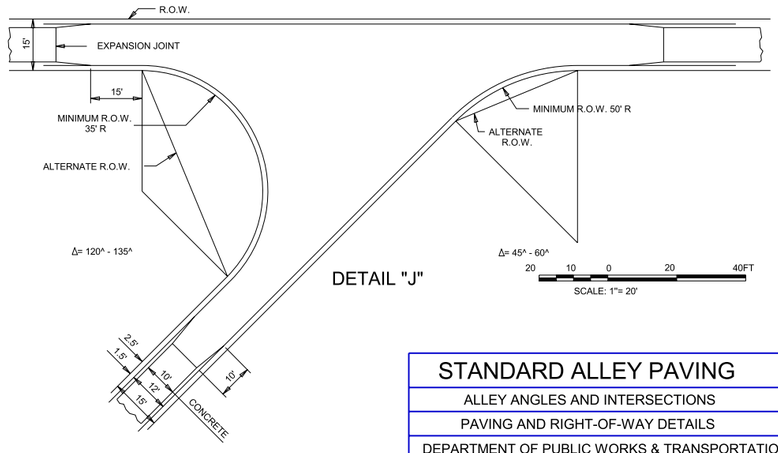
SECTION A-A
(DETAIL "D")
ALLEY AT A TURN PROFILE

HORIZ.: 1"=10'
VERT.: 1"=4'



DETAIL "K"

STANDARD ALLEY TURNAROUND
FOR GARBAGE TRUCKS



DETAIL "J"

STANDARD ALLEY PAVING

ALLEY ANGLES AND INTERSECTIONS

PAVING AND RIGHT-OF-WAY DETAILS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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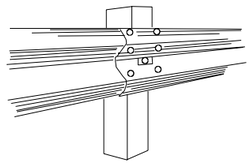
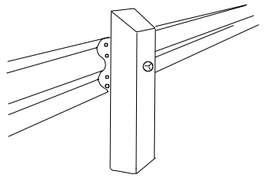
C. O. D.	A. B. & A.	APRIL 1997	251D	1	4002

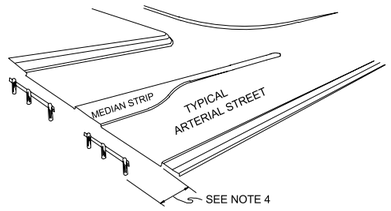


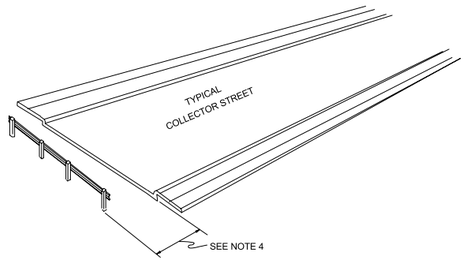
TRAFFIC FACE



REAR FACE

GUARD RAIL CONNECTION AT POST





GENERAL NOTES

1 METAL FLEX-BEAM GUARD RAIL SHALL BE 10 GAGE, GALVANIZED AS PER ASTM A93.

2 AT THE OPTION OF THE CONTRACTOR THE RAIL ELEMENT OF THE GUARD FENCE MAY BE FURNISHED IN EITHER 12□ OR 25 FEET NOMINAL LENGTHS. RAIL SHALL BE FURNISHED WITH POST BOLT SLOTS FOR 5/8" DIAMETER BOLT CONNECTION TO POSTS.

3 BOLTS USED IN ATTACHING RAIL TO POST SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT.

4 LOCATION OF BARRICADES SHALL BE DETERMINED BY THE ENGINEER.

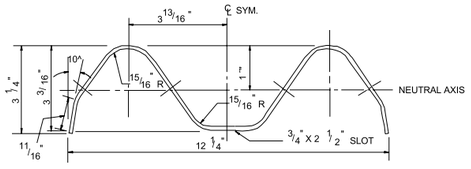
5 WHERE ROCK IS ENCOUNTERED OR WHERE SHOWN ON THE PLANS, THE DIAMETER OF HOLES AND THE MATERIAL FOR BACKFILLING SHALL BE AS DIRECTED BY THE ENGINEER.

6 TIMBER POSTS MAY BE BEVELED AT APPROX. 10^ ON THE TOP OR BOTH ENDS WITH HIGH SIDE PLACED TOWARD THE ROADWAY OR THEY MAY BE DOMED.

7 THE CONTRACTOR HAS THE OPTION OF USING 7" DIA ROUND POST INSTEAD OF SQUARE POST

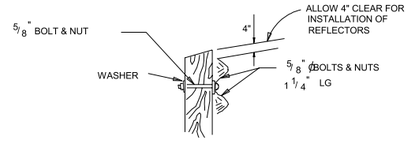
8 UPON INSTALLATION OF BARRICADE, THE CONTRACTOR SHALL NOTIFY THE TRAFFIC CONTROL DEPARTMENT THAT THE BARRICADE IS READY FOR THE SIGN TO BE INSTALLED

STREET TYPE	LANE WIDTH FT.	BARRICADE LENGTH FT.
ARTERIAL	2-33	26
COLLECTOR	1-44	38.5
APARTMENT	1-36	26
RESIDENTIAL	1-26	26

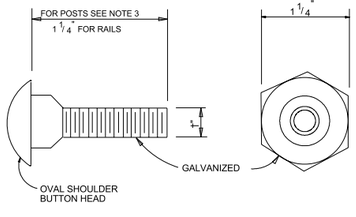


GUARD RAIL SECTION

NO SCALE

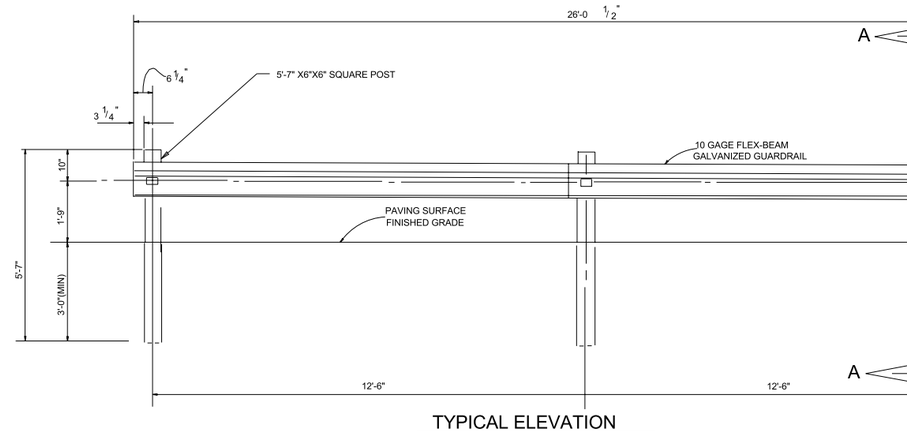


ARRANGEMENT AT POST



BOLT & NUT FOR POST & RAIL

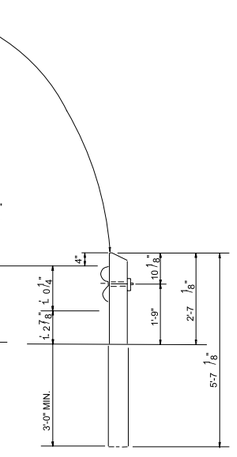
SCALE: 3"=1'-0"



TYPICAL ELEVATION

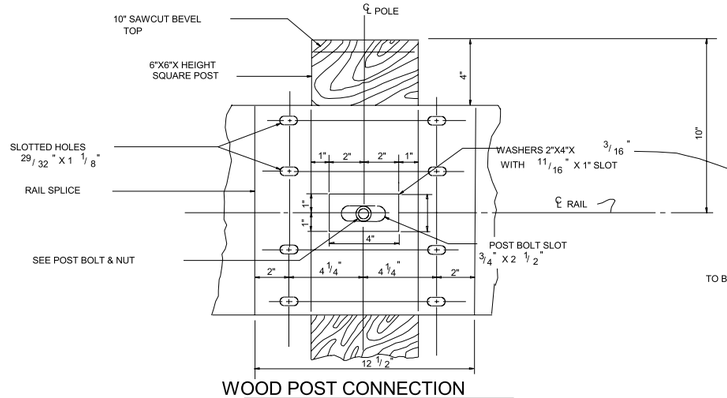
SCALE: 1 / 2 "=1'-0"

6"X6"X6" SQUARE POST
ALL POSTS SHALL BE TREATED WITH A WOOD PRESERVATIVE OR CREOSOTE BEFORE INSTALLATION



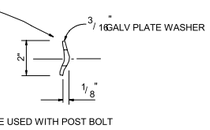
SECTION A-A

SCALE: 1 / 2 " =1'-0"



WOOD POST CONNECTION

SCALE: 3" = 1'-0"



TO BE USED WITH POST BOLT

SIDE VIEW

TRAFFIC CONTROL DETAILS

DEAD END STREET

BARRICADE

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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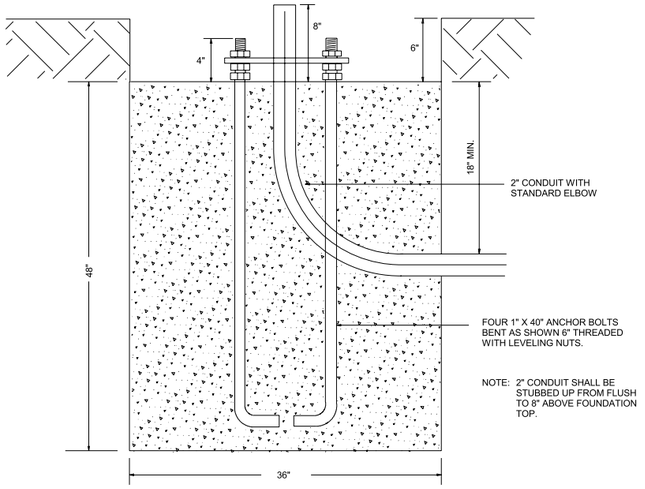
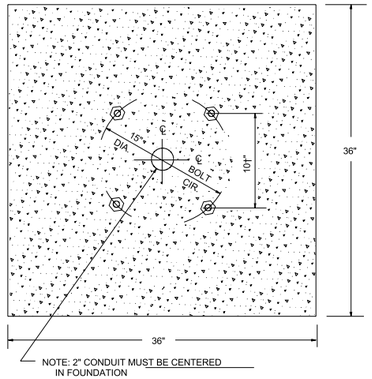
C. O. D.	A. B. & A.	APRIL 1997	251D	1	5001

SINGLE LEG STREETSCAPE SIGNAL FOUNDATION



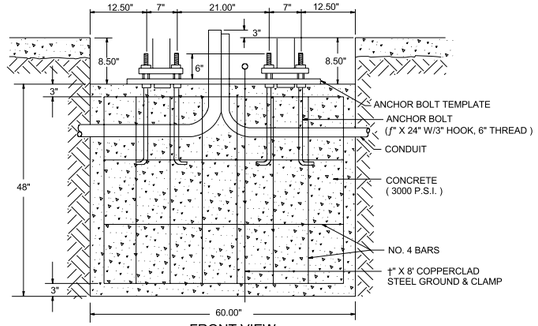
FRONT VIEW



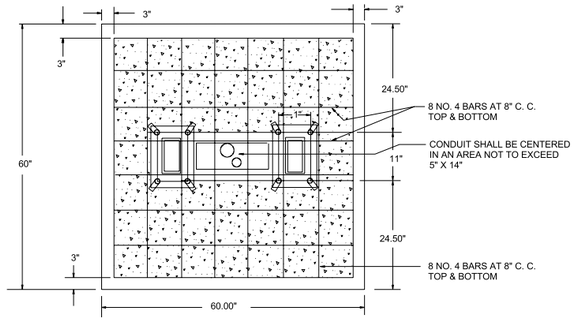
NOTE: 2" CONDUIT MUST BE CENTERED IN FOUNDATION

TOP VIEW

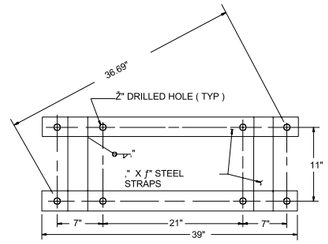
DOUBLE LEG STREETSCAPE SIGNAL FOUNDATION



FRONT VIEW



TOP VIEW



TOP VIEW

ANCHOR BOLT TEMPLATE

NOTE: ANCHOR BOLTS SHALL BE PROVIDED BY CITY OF DALLAS ALL OTHER MATERIAL, INCLUDING ANCHOR BOLT TEMPLATES, SHALL BE PROVIDED BY THE CONTRACTOR.

NOTES

1. A " THICK STEEL PLATE TEMPLATE WITH HOLES "" GREATER THAN ANCHOR BOLT DIA. SHALL BE USED TO ACCURATELY POSITION ANCHOR BOLTS.
2. CONCRETE USED FOR FOUNDATIONS SHALL BE EITHER CLASS A OR CLASS C AS DEFINED IN THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" ITEM 7.4.5.
3. ALL ANCHOR BOLT HOOKS SHALL BE POINTED TOWARDS THE CENTER OF THE FOUNDATIONS.
4. ALL CONDUITS PLACED IN A FOUNDATION SHALL BE ORIENTED AS INDICATED ON THE INTERSECTION CONDUIT LAYOUT.
5. EACH ANCHOR BOLT SHANK SHALL PROJECT " TO " ABOVE THE FOUNDATIONS CONC. SURFACE.
6. ALL STEEL REINFORCEMENT BARS SHALL BE OF INTERMEDIATE GRADE.

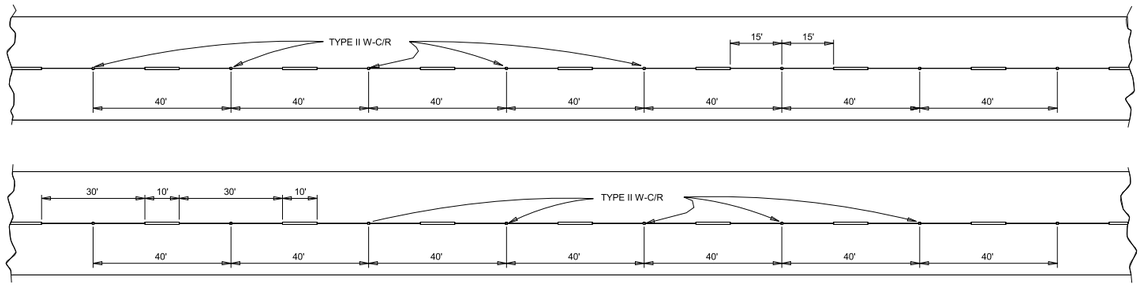
TRAFFIC SIGNALS

FOUNDATION DETAILS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

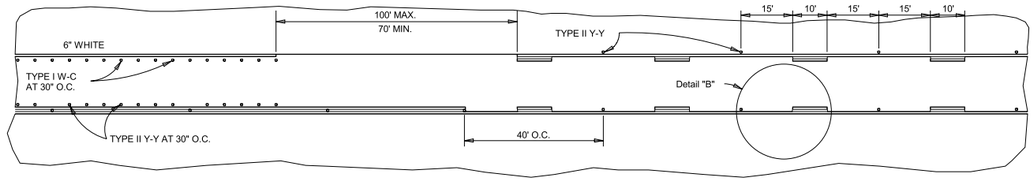
CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	5002

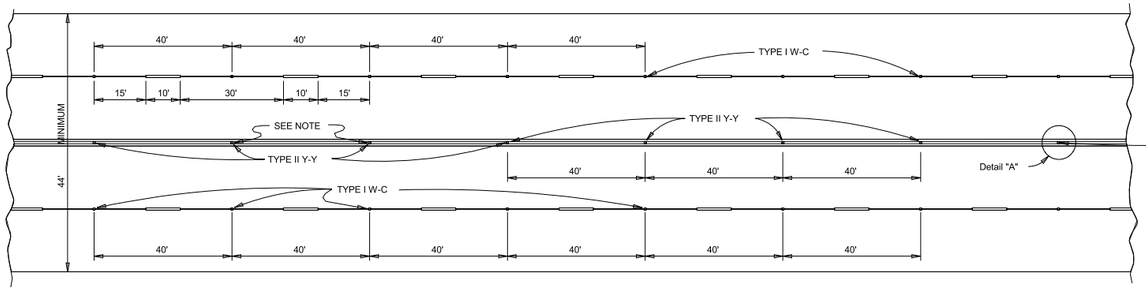


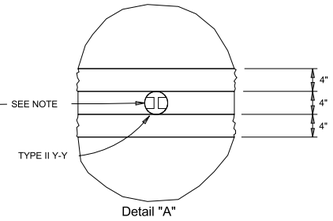
INDIVIDUAL UNIT TRAFFIC BUTTONS TYPE II W-C/R RED FACE TOWARD WRONG WAY TRAFFIC SHALL BE SPACED ON 40' CENTERS.

LANE LINES FOR DIVIDED ARTERIALS

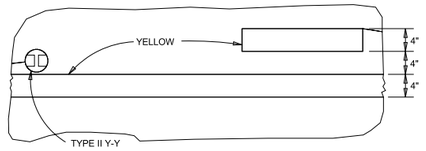


CONTINUOUS LEFT TURN LANE MARKINGS





Detail "A"

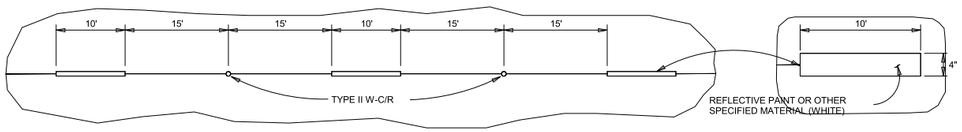


Detail "B"

LANE LINES & CENTER LINES FOR UNDIVIDED MINOR ARTERIALS (44' or more in width)

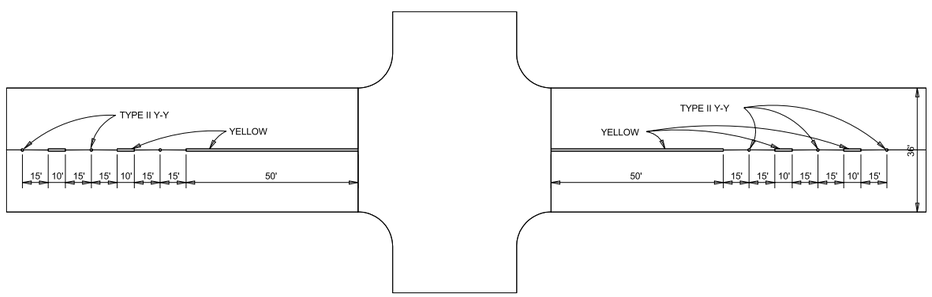
INDIVIDUAL UNIT TRAFFIC BUTTONS TYPE I W-C, CLEAR FACE TOWARD NORMAL TRAFFIC, SHALL BE SPACED ON 40' CENTERS.

NOTE: USE 4" TYPE II Y-Y TRAFFIC BUTTONS BETWEEN DOUBLE YELLOW LINES AT 40' O.C.



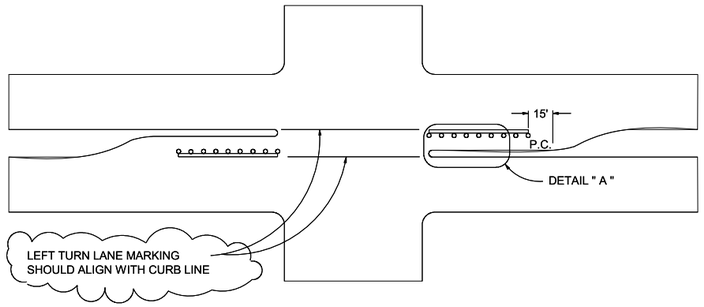
TRAFFIC LANE LINE MARKINGS (Typical)

TRAFFIC BUTTONS TYPE II W-C/R SHALL BE SPACED ON 40' CENTERS WITH A CLEAR FACE TOWARD NORMAL TRAFFIC AND THE RED FACE TOWARD WRONG WAY TRAFFIC.

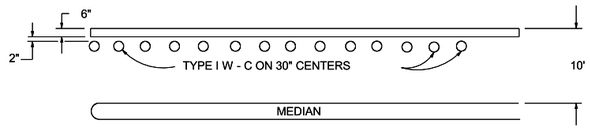


PAVEMENT MARKINGS 36' LOCAL & COLLECTOR STREETS

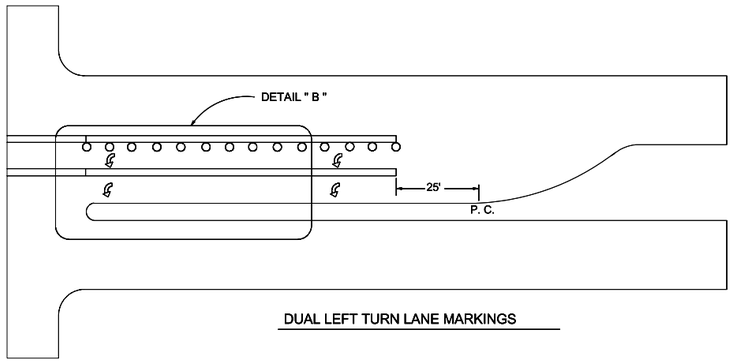
TYPICAL PAVEMENT MARKINGS					
FOR					
CITY STREETS					
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION					
CITY OF DALLAS, TEXAS					
DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	5003



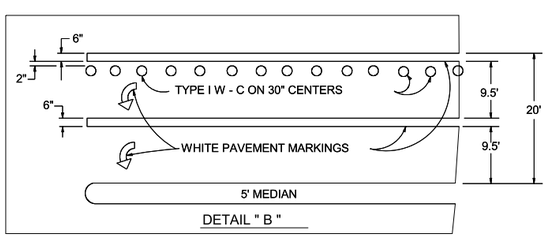
STANDARD LEFT TURN LANE MARKINGS



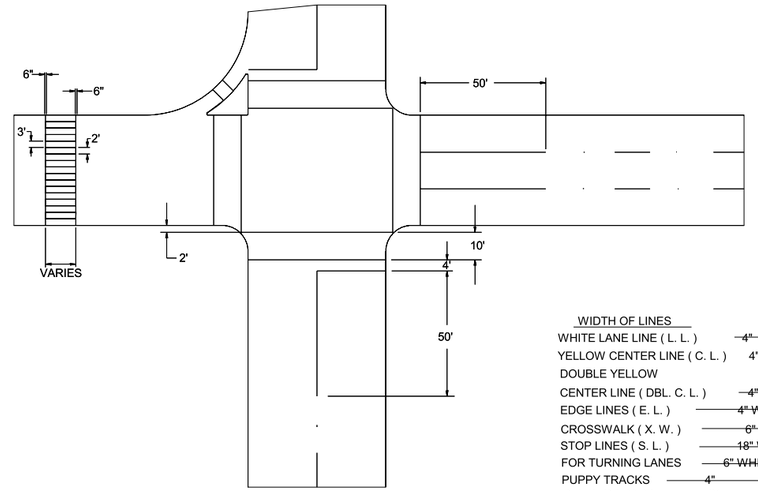
DETAIL " A "



DUAL LEFT TURN LANE MARKINGS



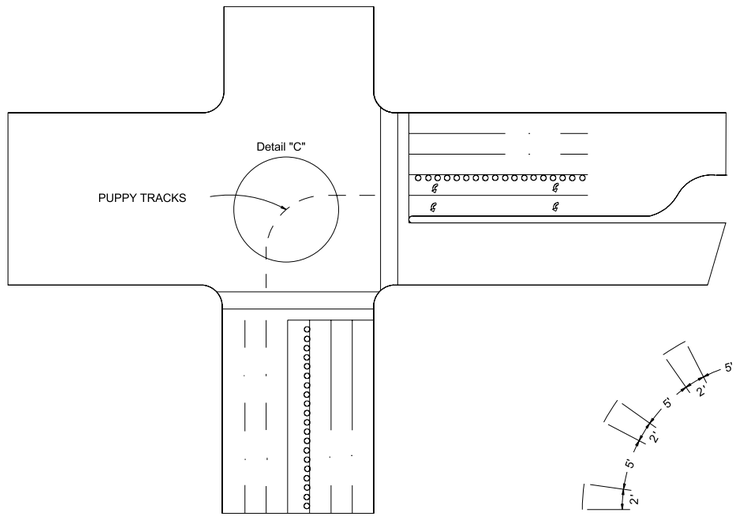
DETAIL " B "

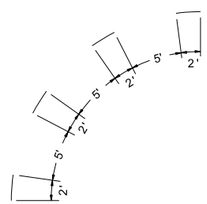


TYPICAL CROSSWALK LAYOUT

WIDTH OF LINES

WHITE LANE LINE (L. L.)	4"
YELLOW CENTER LINE (C. L.)	4"
DOUBLE YELLOW CENTER LINE (DBL. C. L.)	4" - 4" GAP - 4"
EDGE LINES (E. L.)	4" WHITE - YELLOW
CROSSWALK (X. W.)	6" WHITE
STOP LINES (S. L.)	18" WHITE
FOR TURNING LANES	6" WHITE
PUPPY TRACKS	4"
R.R. STOP BARS	24"





DETAIL " C "

TYPICAL " PUPPY TRACK " PVM'T. MARKING LAYOUT

NO SCALE

TYPICAL PAVEMENT MARKING DETAILS

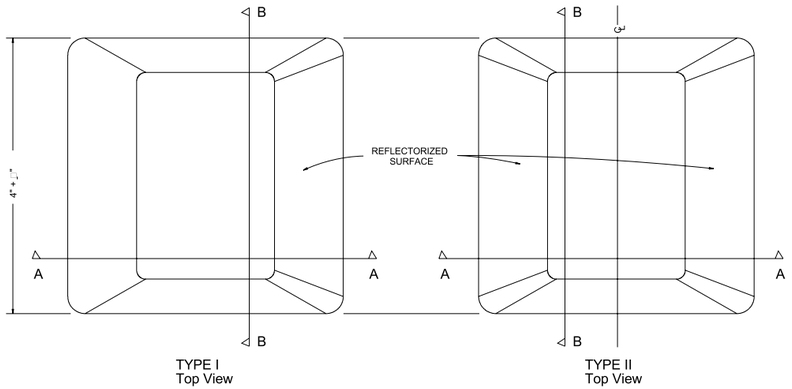
DESCRIPTION

DESCRIPTION

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

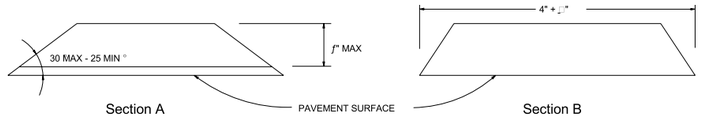
CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	5004



TYPE I
Top View

TYPE II
Top View



Section A

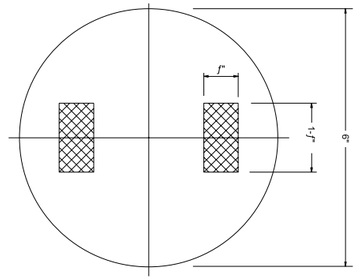
Section B

(708) TYPE I W C·
(709) TYPE I Y Y·

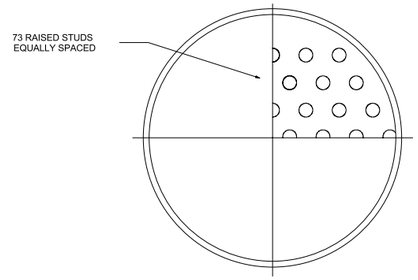
(710) TYPE II W C/R
(711) TYPE II Y Y·

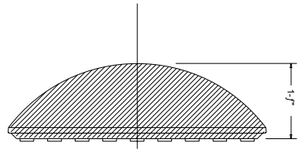
PAVEMENT LANE MARKERS
(REFLECTORIZED)

TOP



BOTTOM





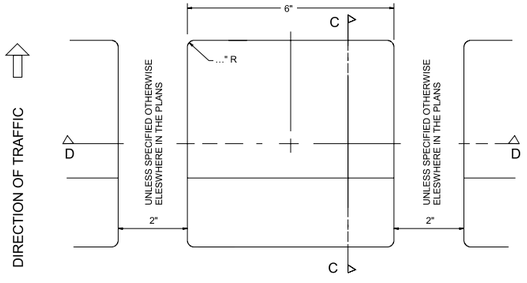
FRONT

NOTE: TOLERANCES + „"_UNLESS OTHERWISE SPECIFIED

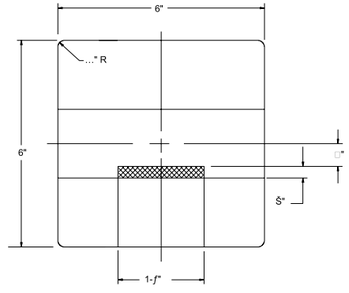
TWO-WAY REFLECTIVE CERAMIC CHANNEL
MARKER, YELLOW COLOR W/ YELLOW REFLECTORS
NO SCALE

ONE-WAY REFLECTIVE CERAMIC CHANNEL
MARKER, YELLOW OR WHITE COLOR
NO SCALE

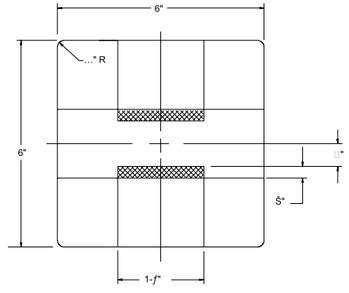
6" CERAMIC CHANNEL MARKERS



JIGGLE BAR IN PLACE
TOP VIEW

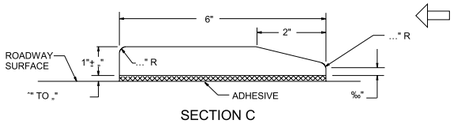


TYPE I
TOP VIEW

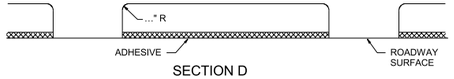


TYPE II
TOP VIEW

DIRECTION OF TRAFFIC



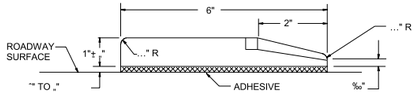
SECTION C



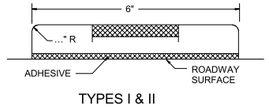
SECTION D

JIGGLE BAR TILES
(NONREFLECTIVE) ITEM (714)

"JIGGLE BARS" CONSIST OF A NUMBER OF JIGGLE
BAR TILES PLACED IN A LINEAR CONFIGURATION

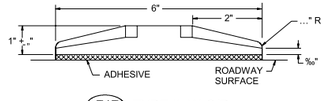


(715) TYPE I W C·
(716) TYPE I Y Y·
SIDE VIEW



TYPES I & II
FRONT VIEW

JIGGLE BAR TILES
(REFLECTORIZED)



(717) TYPE II W C/R
(718) TYPE II Y Y
SIDE VIEW

NOTE

ALL DIMENSIONS ARE + „" UNLESS OTHERWISE SHOWN.

GENERAL NOTES:

THE PAVEMENT UPON WHICH THE LANE AND CHANNEL MARKERS, AND JIGGLE BAR TILE ARE TO BE PLACED SHALL BE PREPARED SUBJECT TO THE APPROVAL OF THE ENGINEER TO INSURE PROPER CLEANING OF THE PAVEMENT SURFACE.

RPM"S SHALL BE BONDED TO THE ROADWAY SURFACE WITH ADHESIVE CONFORMING WITH THE SPECIFICATION.

JIGGLE BARS SHALL BE PLACED AT SUCH OTHER LOCATIONS AS SHOWN ON THE PLAN AND PROFILE SHEETS OR WHERE DIRECTED BY THE ENGINEER.

MARKERS SHOWN ARE FOR ILLUSTRATION PURPOSES ONLY. THEY ARE NOT INTENDED TO SPECIFY ANY PARTICULAR PRODUCT.

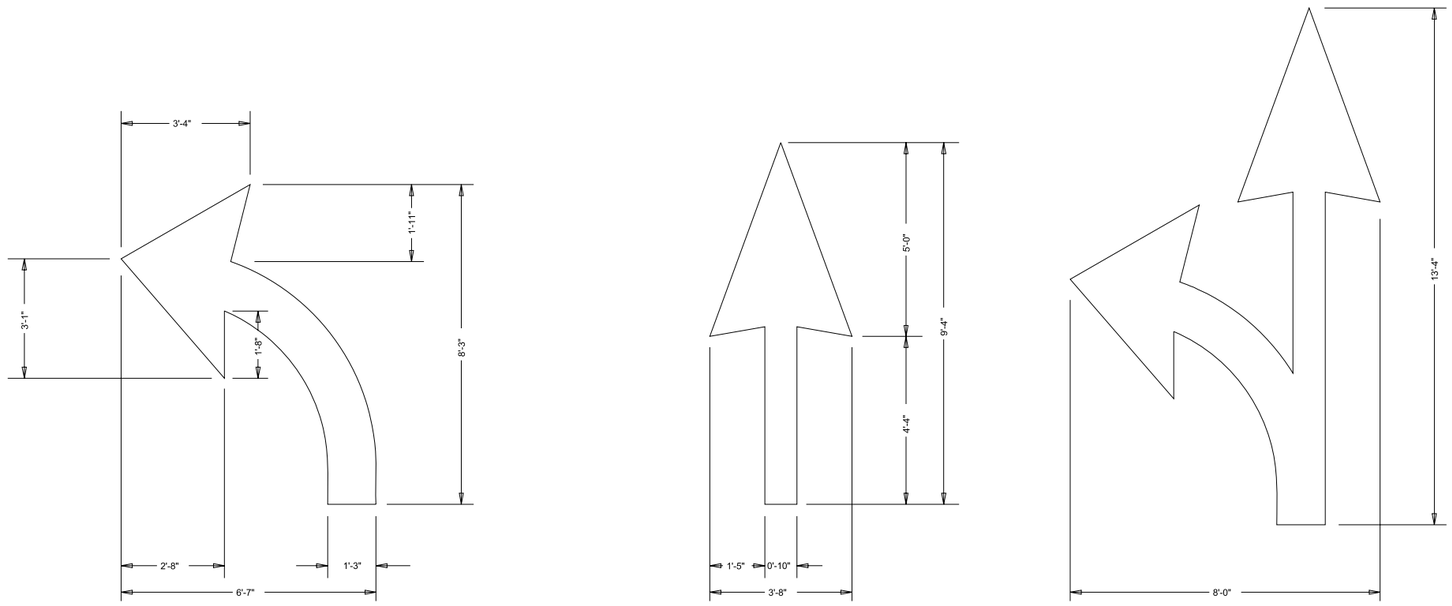
INDIVIDUAL UNIT PAVEMENT MARKINGS

REFLECTIVE PAVEMENT MARKERS,
TRAFFIC BUTTONS & JIGGLE BAR TILE

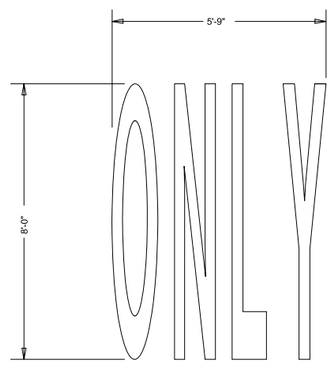
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	2251D	11	5005



ELONGATED ARROWS FOR PAVEMENT MARKINGS



ELONGATED LETTERS FOR PAVEMENT MARKINGS

TYP. PAVEMENT MARKINGS

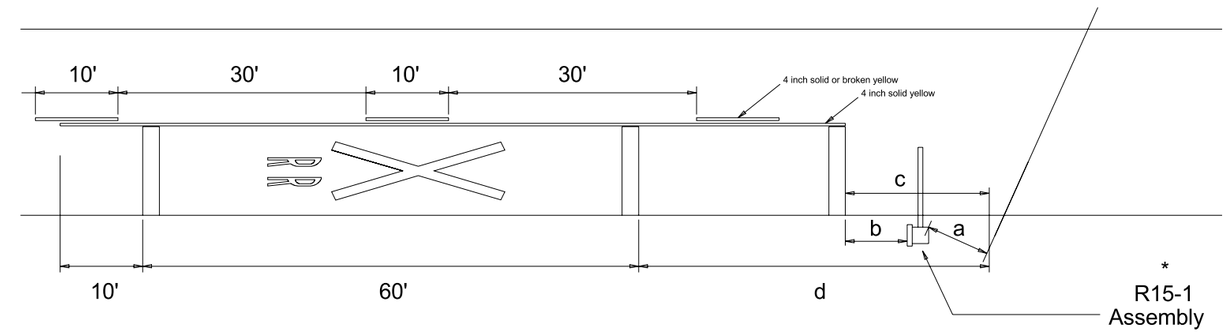
FOR

CITY STREETS

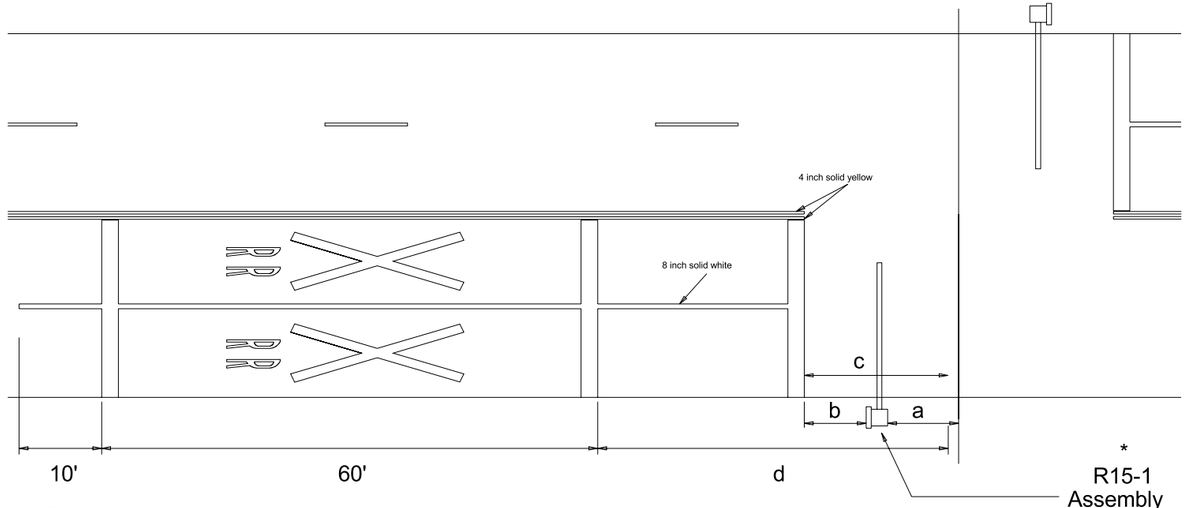
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

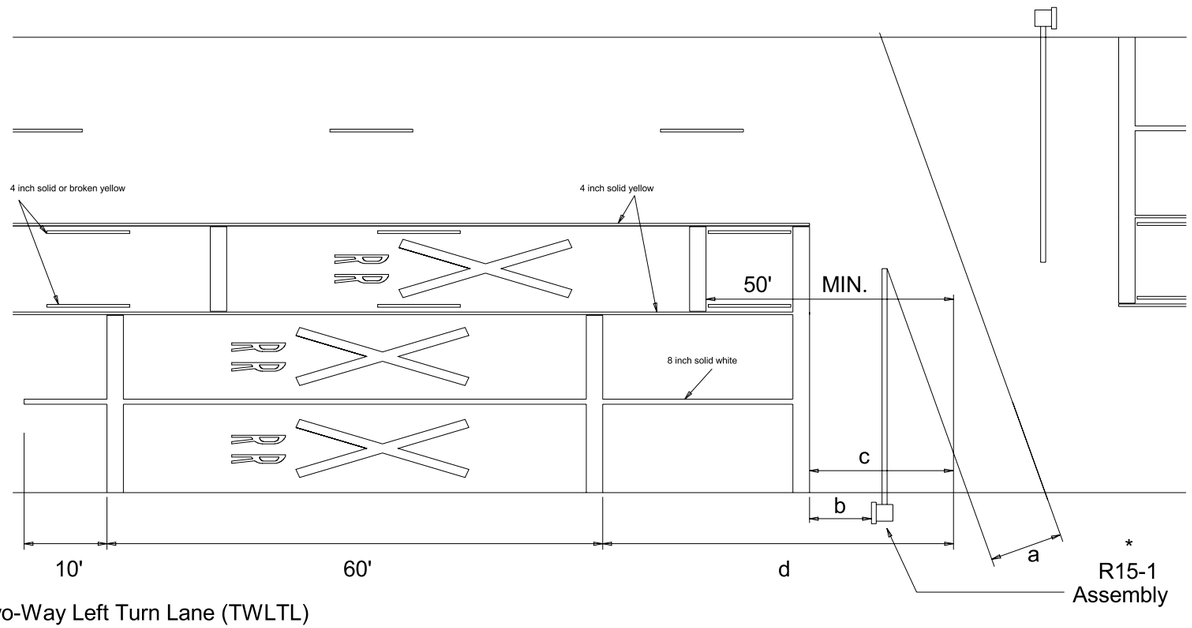
DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	5006



Two Lane, Two-Way



Divided Roadway



Two-Way Left Turn Lane (TWLTL)

a =

12 feet minimum, 15 feet usual. if automatic gates are present, distance "a" should be measured from nearest edge of automatic gates to rails.

b =

Stop lines should be placed on 8 foot (minimum) distance, in advance of R15-1.

c =

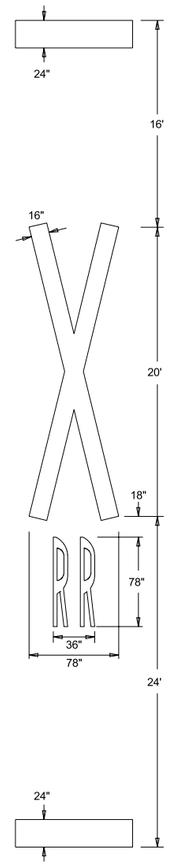
15 feet desirable minimum. R15-1 should be placed between stop line and rails with adequate distance provided for "a".

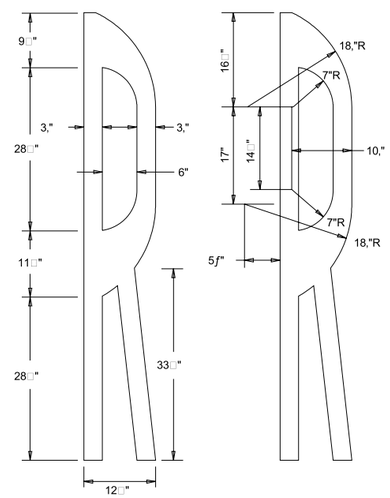
d =

Approach Speed (mph)	Desirable Placement
30	50 (min) - 90 (usual)
35	70 - 170
40	150 - 250
45	235 - 335
50	315 - 415
55	400 - Up (500 usual)

* R15-1 Assembly

May consist of R15-1 and/or R15-2, Type A, Type E or Type F assembly.





ESTIMATED QUANTITIES

(for contractor use only)

24 INCH WHITE TRANSVERSE MARKINGS AND STOP LINES

No. of approach lanes (include TWLTL	LANE WIDTH (FT) 11	12	13	14
1	33	36	39	42
2	66	72	78	84
3	99	108	117	126
4	132	144	156	168

Approach Direction A = LE_____
Approach Direction B = LE_____
Total of Both Approaches = LF_____

4 INCH SOLID YELLOW NO PASSING LINE

For: Two Lane, Two-Way, Single Lane Approach per Direction
("d" - "c") + 70 = LF

Approach Direction A = LE_____
Approach Direction B = LE_____
Total of Both Approaches = LF_____

8 INCH SOLID WHITE LANE LINE

For: Two-Way or One-Way Traffic, 2 or More Approach Lanes in same Direction (Do NOT Include TWLTL)

(No. of Approach Lanes minus 1) multiply by
("d" - "c") + 70 = LF_____

Approach Direction A = LE_____
Approach Direction B = LE_____
Total of Both Approaches = LF_____

RR XING SYMBOL

For: All Approach Lanes

Approach Direction A = LE_____
Approach Direction B = LE_____
Total of Both Approaches = LF_____

GENERAL NOTES

1. The pavement markings on an approach to a railroad grade crossing shall consist of:
   a. The RR Xing symbol.
   b. Three transverse 24' lines, and
   c. Lane lines : a solid no passing line for two-way traffic approaches, or solid lane lines for multilane approaches.

2. For bidding purposes, the RR Xing symbol will be measured and paid for as for each lane in place. The transverse markings and lane lines will be measured and paid for by the linear foot.

3. Markings other than no passing center lines, shall be white. No passing center lines shall be white.

4. Approach lanes less than 8 foot width shall NOT have markings.

5. Markings shall NOT be placed where less than 110 feet of approach pavement is available for placement.

6. RR Xing symbols should be placed approximately in the center of the approach lane.

7. All transverse markings, including stop lines, shall be placed at right angles to the center line and across all approach lanes.

8. Existing non-standard markings shall be removed to the fullest extent possible so as not to leave a discernable marking, by any method approved by the engineer. OVERPAINTING WILL NOT BE ALLOWED. Removal shall be paid for directly as a separate item.

9. Additional markings and placement details may be found in the TMUTCD, Appendix H.

10. The Engineer may require additional longitudinal markings if the distance between the stop lines is greater than 80 feet. Markings are not required across or between the rails.

PAVEMENT MARKINGS

RAILROAD CROSSING

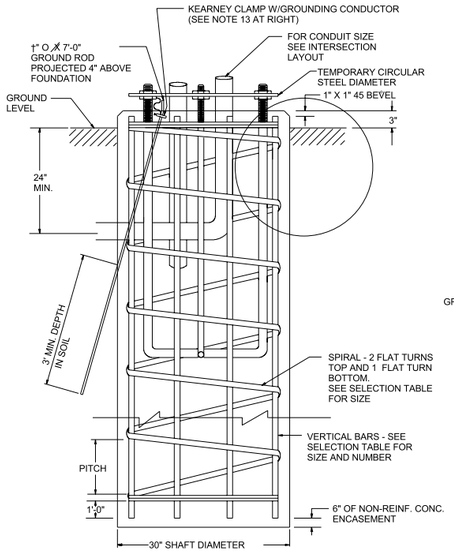
TYPICAL DETAILS

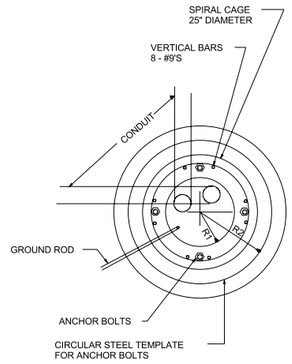
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	5007

POLE FOUNDATION DETAILS FOR TRAFFIC SIGNAL STRUCTURES





NOTES: 1. A ," THICK STEEL PLATE TEMPLATE WITH HOLES "* GREATER THAN THE ANCHOR BOLT DIAMETER SHALL BE USED TO ACCURATELY POSITION ANCHOR BOLTS.

2. CONCRETE USED FOR FOUNDATIONS SHALL BE EITHER CLASS A OR CLASS C AS DEFINED IN THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENT'S " STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION " ITEM 7.4.5

3. ALL ANCHOR BOLT HOOKS SHALL BE POINTED TOWARDS THE CENTER OF THE FOUNDATION.

4. ALL CONDUITS PLACED IN THE FOUNDATION SHALL BE ORIENTED AS INDICATED ON THE INTERSECTION CONDUIT LAYOUT.

5. 7 INCHES OF THE THREADED PORTION OF EACH ANCHOR BOLT SHALL PROJECT ABOVE THE TOP SURFACE OF THE FOUNDATION.

6. A †" O X 7'-0" C Ø PPER CLAD STEEL GROUND ROD SHALL BE PLACED IN THE FOUNDATION WITH A MINIMUM OF 4 INCHES OF THE ROD PROJECTING ABOVE THE FOUNDATION'S TOP SURFACE.

7. EACH GROUND ROD SHALL BE DRIVEN INTO THE SOIL FOR A MINIMUM OF 3 FEET AS INDICATED ON THE DRAWING AT THE LEFT.

8. WHEN SOLID ROCK IS ENCOUNTERED DURING DRILLING, THE DRILLED SHAFT SHALL EXTEND 5'-0" INTO SOLID ROCK, OR TO A DEPTH DETERMINED BY THE ENGINEER.

9 . THE CONFIGURATION FOR ANCHOR BOLTS AND VERTICAL BARS INSIDE THE SPIRAL CAGE SHALL BE AS INDICATED ON DRAWING AT THE LEFT.

10. SEE SELECTION TABLE FOR APPROPRIATE DRILLED SHAFT DEPTH FOR A GIVEN TYPE OF POLE AND ARM.

11. ALL STEEL REINFORCEMENT BARS SHALL BE OF INTERMEDIATE GRADE.

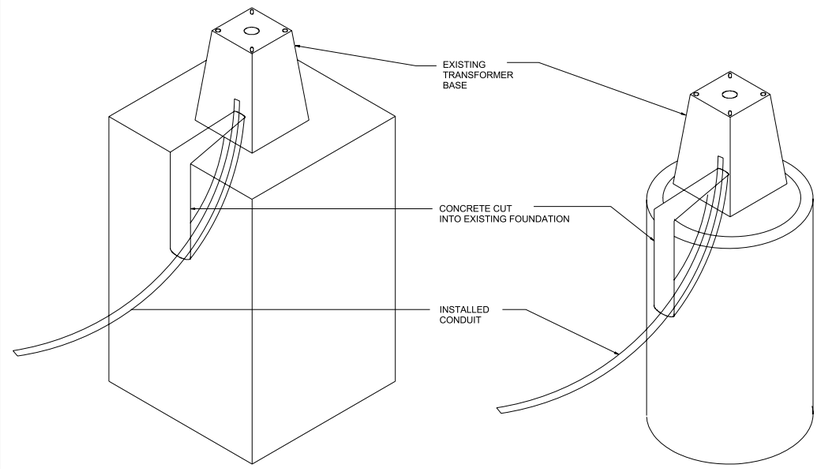
12. A 2" DEEP CIRCULAR FORM SHALL BE PLACED TO ENCASE THE TOP PORTION OF ALL CIRCULAR FOUNDATIONS.

13. CONNECT #6 AWG STRANDED UNINSULATED COPPER GROUNDING CONDUCTOR TO GROUND ROD WITH A KEARNEY CLAMP.

FOUNDATION SELECTION TABLE

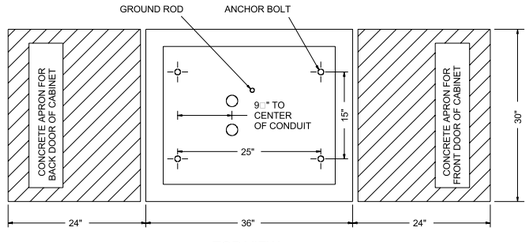
TYPE OF POLE AND MAST ARM	FOUNDATION TYPE	DRILLED SHAFT DIAMETER	REINFORCEMENT STEEL		DRILLED SHAFT DEPTH	ANCHOR BOLT-QUANTITY AND DIMENSION	ANCHOR BOLT CIRCLE DIAMETER	TEMPLATE	
			VERT BARS	SPIRAL & PITCH				INSIDE RADIUS R1	OUTSIDE RADIUS R2 (MIN.)
POLES W / 15' TO 50' MAST ARMS	786	30"	8-#9's	#3 AT 9"	12'-0"	(4) - 1 □" X 54" X 6" HOOK	22"	7"	13"
PEDESTAL POLE NO MAST ARM	787	30"	8-#9's	#2 AT 12"	5'-0"	(4) - 1 " X 36" X 4" HOOK	12"	4 □"	8"

DETAILS FOR TYING CONDUIT INTO EXISTING FOUNDATIONS

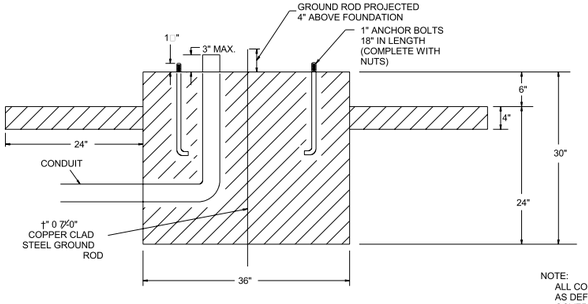


NOTES:
1.CONCRETE CUTS SHALL NOT BE MORE THAN 1" GREATER THAN THE DIAMETER OF THE CONDUIT BEING INSTALLED.
2. FILL ALL CONDUIT CUTS WITH GROUT.
3. ALL WORK ASSOCIATED WITH TYING CONDUIT INTO AN EXISTING FOUNDATION SHALL BE DONE WITHOUT INTERFERING WITH THE OPERATION OF THE SIGNAL.

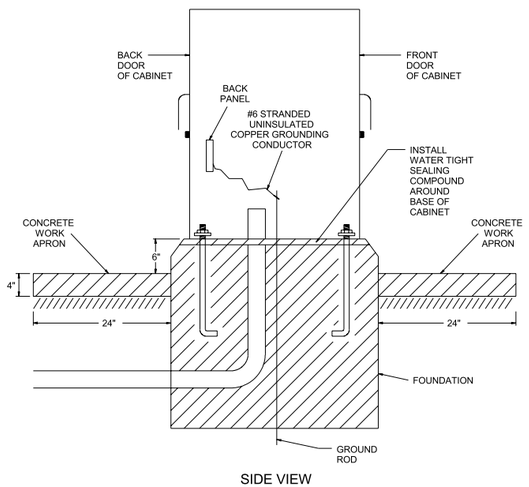
BASE MOUNTED CONTROLLER CABINET FOUNDATION DETAILS (FOR TYPE 170 CABINET)



TOP VIEW



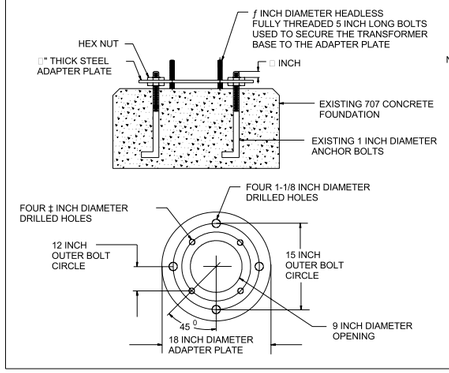
FRONT VIEW



SIDE VIEW

NOTE:
ALL CONCRETE SHALL BE EITHER CLASS A OR CLASS C AS DEFINED IN THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS' "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" ITEM 7.4.5

DETAILS FOR ADAPTER PLATE FOR INSTALLATION OF PEDESTAL POLES ON EXISTING 707 FOUNDATIONS



NOTES: 1. ALL SURFACES OF THE ADAPTER PLATE SHALL BE COVERED WITH TWO COATS OF THE GRAY ENAMEL PAINT DESCRIBED IN THE SPECIFICATIONS UNDER PAINTING OF EXISTING NON-GALVANIZED TRAFFIC SIGNAL STRUCTURES.
2. THE EXPOSED PORTION OF EACH EXISTING ANCHOR SHALL BE CUT SO THAT IT EXTENDS ONLY □ INCH FROM THE TOP OF THE HEX NUT AFTER INSTALLATION OF THE ADAPTER PLATE AS SHOWN AT LEFT.
3. THE ƒ INCH DIAMETER HEADLESS FULLY THREADED 9 INCH LONG BOLTS USED TO SECURE THE TRANSFORMER BASE TO THE ADAPTER PLATE CAN BE CONSTRUCTED FROM THE ANCHOR BOLTS SUPPLIED WITH THE PEDESTAL STRUCTURES.
4. WHERE CONDUITS FROM THE EXISTING FOUNDATION REQUIRE AN OPENING IN THE ADAPTER PLATE LARGER THAN THE 9 INCH DIAMETER CIRCLE SHOWN, NECESSARY MEASURES (ENLARGEMENT OF THE PLATE OPENING. CUTTING EXCESS CONDUIT EXTENDING FROM THE FOUNDATION ETC.) SHALL BE TAKEN TO SECURE FREE PASSAGE OF WIRES THROUGH THE ADAPTER PLATE TO THE TRANSFORMER BASE.
5. THE ADAPTER PLATE SHALL BE LEVELED & SECURELY TIGHTENED TO THE EXISTING FOUNDATION PRIOR TO THE INSTALLATION OF THE NEW TRANSFORMER BASE.
6. SPRING WASHERS SHALL BE USED BETWEEN THE ADAPTER PLATE AND HEX NUTS ON THE ƒ INCH THREADED BOLTS.
7. ALL WASHERS AND HEX NUTS NECESSARY TO COMPLETE THE INSTALLATION SHALL BE PROVIDED BY THE CONTRACTOR.

TRAFFIC SIGNAL DETAILS

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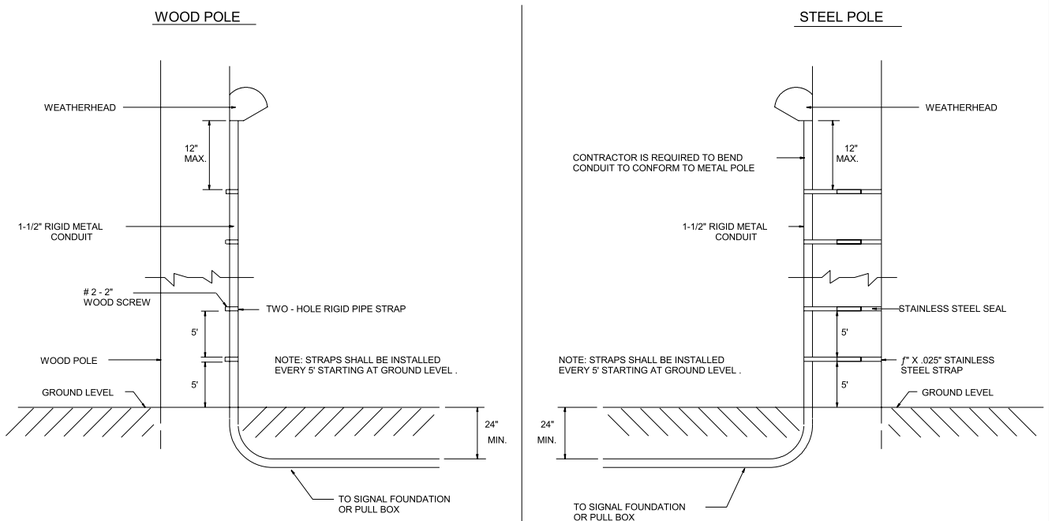
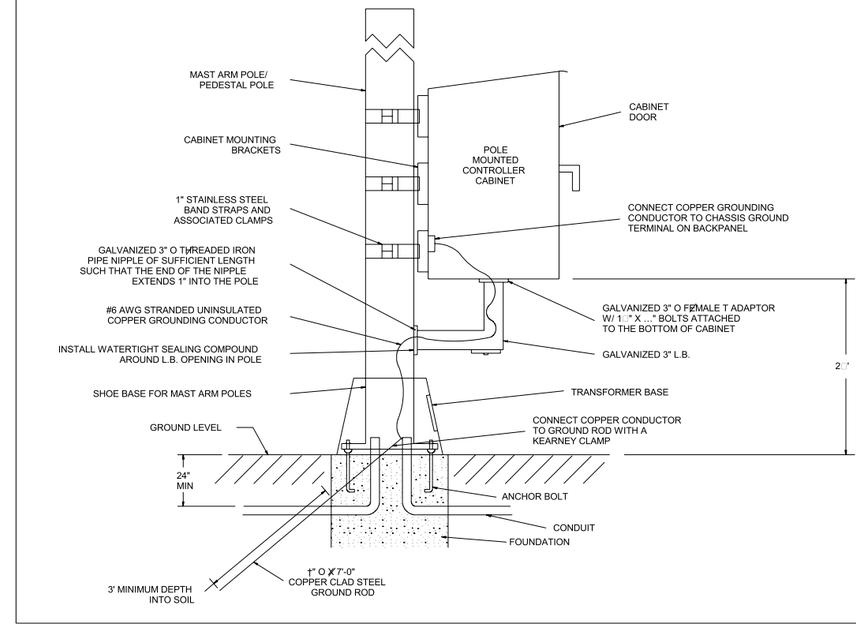
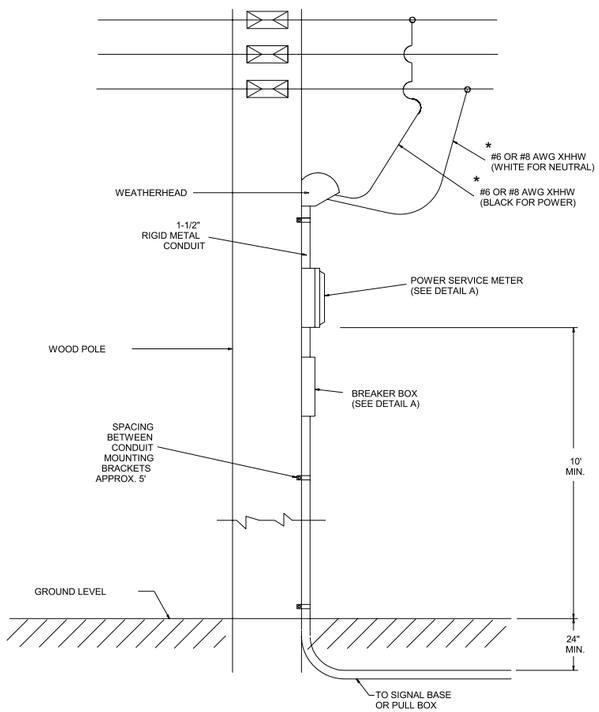
DETAILS FOR MOUNTING CONDUITS ON POLES

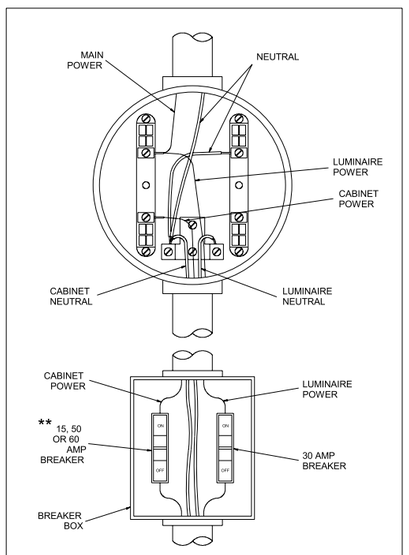


DETAILS FOR INSTALLING POLE MOUNTED CONTROLLER CABINET



POWER SERVICE CONNECTION DETAILS





DETAIL A | POWER SERVICE METER WIRING DIAGRAM

* USE #6 AWG WIRE WHEN PROVIDING POWER FOR A BASE-MOUNTED (TYPE 332) CABINET. USE #8 AWG WIRE WHEN PROVIDING POWER FOR ALL OTHER TYPES OF SIGNAL CONTROLLER AND SCHOOL FLASHER CABINETS. ALL WIRING FOR LUMINAIRES SHALL BE #8 AWG XHHW WIRE.

** USE A 60 AMP BREAKER FOR POWER CONNECTIONS TO A BASE MOUNTED (TYPE 332) CONTROLLER CABINET. USE A 50 AMP BREAKER FOR POWER CONNECTIONS TO ALL OTHER TYPES OF SIGNAL CONTROLLER CABINETS. USE A 15 AMP BREAKER FOR POWER CONNECTIONS TO SCHOOL FLASHERS.

TRAFFIC SIGNAL DETAILS

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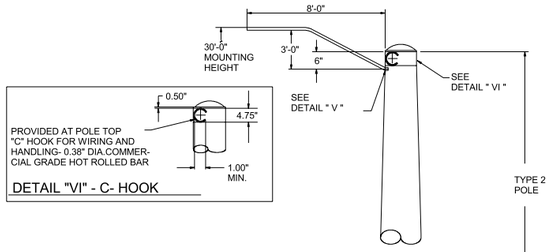
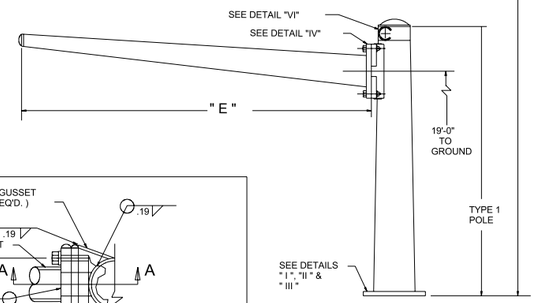
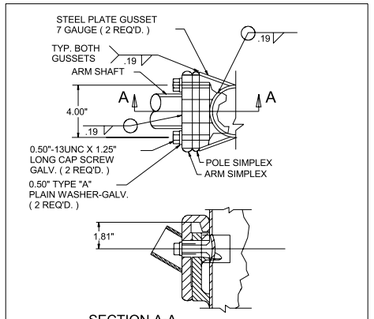
C. O. D.	A. B. & A.	APRIL 1997	2510	11	5009



DETAIL "VI" - C- HOOK



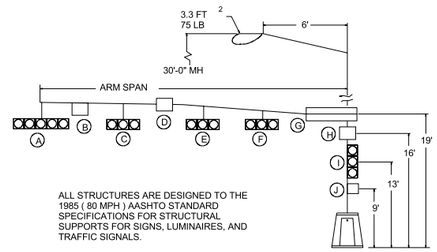


SECTION A-A

DETAIL " V " - LUMINAIRE ARM ATTACHMENT

COMPONENT PART	ASTM OR PIPE MATERIAL	MIN. YIELD (KS I)
TUBE-7&3 GAUGE A595 GR.	A 55	
TUBE-ALL OTHERS A572 GR.	60 60	
LUMINAIRE ARM ATTACH. A27	GR. 65-35 N.A.	
LUMINAIRE ARM PIPE 2" SCHED.	40 36	
POLE BASE-7&3 GAUGE A36	36	
POLE BASE-ALL OTHERS A572	GR. 42 42	
ANCHOR BOLTS A36 MOD	55	
SINGLE ARM ATTACHMENT A3	36	
SINGLE ARM BOLTS A325	92	
GALVANIZING	A123 SHAFTS A153 ACCESSORIES	N. A.
LUMINAIRE ARM BOLTS SAE GR. 5	N.A.	

LOADING INFORMATION



ALL STRUCTURES ARE DESIGNED TO THE 1985 (80 MPH) AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

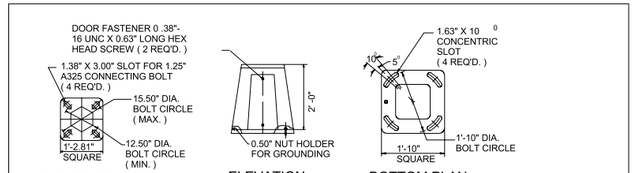
ARM SPAN	DISTANCE FROM POLE TO DEVICE (FT.)						
	A	B	C	D	E	F	G
15	14	9	N. A.	N. A.	N. A.	N. A.	2
20	19	14	N. A.	N. A.	N. A.	N. A.	2
25	24	19	12	N. A.	N. A.	N. A.	2
30	29	24	14	N. A.	N. A.	N. A.	2
35	34	29	23	12	N. A.	N. A.	2
40	39	34	26	13	N. A.	N. A.	2
45	44	39	28	20	12	N. A.	2
50	49	44	36	29	23	10	2

N. A. = NOT APPLICABLE

DEVICE	DESCRIPTION	PROJ. AREA (FT) 2	WEIGHT (LBS.)
(A) SIGNAL	12"-5 SEC WITH BACKPLATES	13.33	55
(B) & C ( ) SIGN	REGULATORY 30" X 30"	6.25	15
(C) & E (F) SIGNAL	12"-3 SEC WITH BACKPLATES	8.67	40
G (S) SIGN	STREET NAME 24" X 96"	16.00	50
H (S) SIGN	REGULATORY 24" X 24"	4.00	10
I ( ) SIGNAL	DUAL-12"-3 SEC WITH BACKPLATES	17.34	80
J (S) SIGNAL	DUAL- PEDESTRIAN SIGNAL	8.00	60

POLE & MAST ARM SCHEDULE

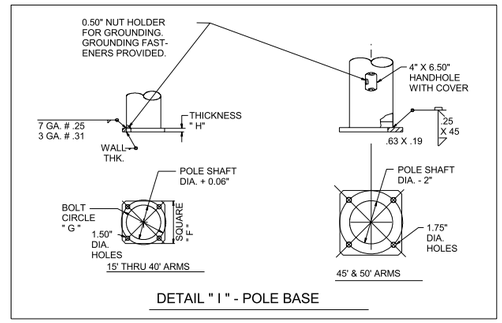
DESIGNATION KEY			POLE DATA				MAST ARM DATA				MAST ARM ATTACHMENT DATA			
POLE SERIES	POLE TYPE	SIGNAL ARM SPAN	BASE DIA.	TOP DIA.	LENGTH	GAUGE (THK.)	FIXED END DIA.	FREE END DIA.	LENGTH " E "	GAUGE	PLATE SQUARE " A "	PLATE THICKNESS " D "	BOLT LENGTH "B "	BOLT SPACING " C "
DAL	1	15'	11.00"	8.20"	20'	7	7.00"	4.90"	15'	7	15.25"	1.50"	4.50"	12.50"
DAL	1	20'	11.00"	8.20"	20'	7	7.00"	4.20"	20'	7	15.25"	1.50"	4.50"	12.50"
DAL	1	25'	11.00"	8.20"	20'	7	7.00"	3.50"	25'	7	15.25"	1.50"	4.50"	12.50"
DAL	1	30'	13.00"	10.20"	20'	7	8.00"	3.80"	30'	7	16.25"	1.50"	4.50"	13.50"
DAL	1	35'	13.00"	10.20"	20'	7	9.00"	4.10"	35'	7	16.25"	1.50"	4.50"	13.50"
DAL	1	40'	13.00"	10.20"	20'	7	9.00"	3.40"	40'	7	16.25"	1.50"	4.50"	13.50"
DAL	1	45'	15.00"	12.20"	20'	0.188"	10.00"	3.70"	45'	7	18.75"	1.75"	5.00"	16.00"
DAL	1	50'	15.00"	12.20"	20'	0.188"	11.50"	4.50"	50'	7	18.75"	1.75"	5.00"	16.00"
DAL	2	15'	11.00"	7.22"	27'	7	7.00"	4.90"	15'	7	15.25"	1.50"	4.50"	12.50"
DAL	2	20'	11.00"	7.22"	27'	7	7.00"	4.20"	20'	7	15.25"	1.50"	4.50"	12.50"
DAL	2	25'	11.00"	7.22"	27'	7	7.00"	3.50"	25'	7	15.25"	1.50"	4.50"	12.50"
DAL	2	30'	12.00"	8.22"	27'	3	8.00"	3.80"	30'	7	16.25"	1.50"	4.50"	13.50"
DAL	2	35'	12.00"	8.22"	27'	3	9.00"	4.10"	35'	7	16.25"	1.50"	4.50"	13.50"
DAL	2	40'	12.00"	8.22"	27'	3	9.00"	3.40"	40'	7	16.25"	1.50"	4.50"	13.50"
DAL	2	45'	15.00"	11.22"	27'	0.188"	10.00"	3.70"	45'	7	18.75"	1.75"	5.00"	16.00"
DAL	2	50'	15.00"	11.22"	27'	0.188"	11.50"	4.50"	50'	7	18.75"	1.75"	5.00"	16.00"



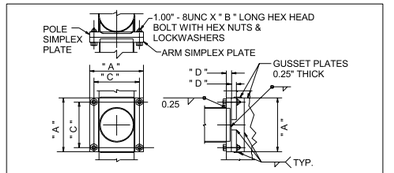
TRANSFORMER BASE NOTES:

1. SIDE PLATES- 0.229"THICK 40 KSI MINIMUM YIELD STRENGTH-COMMERCIAL QUALITY HOT ROLLED MILD STEEL.
2. TOP PLATE AND BOTTOM PLATE- 1.25". THICK STEEL- 36 KSI MINIMUM YEILD STRENGTH.
3. DOOR- 11 GAUGE STEEL WITH APPROXIMATELY 8.00" X 10.50" X 19.50" HIGH OPENING.

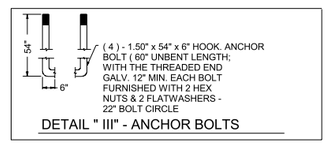
DETAIL "II " - TRANSFORMER BASE (FOR 15' THRU 40' ARMS ONLY)



DETAIL " I " - POLE BASE

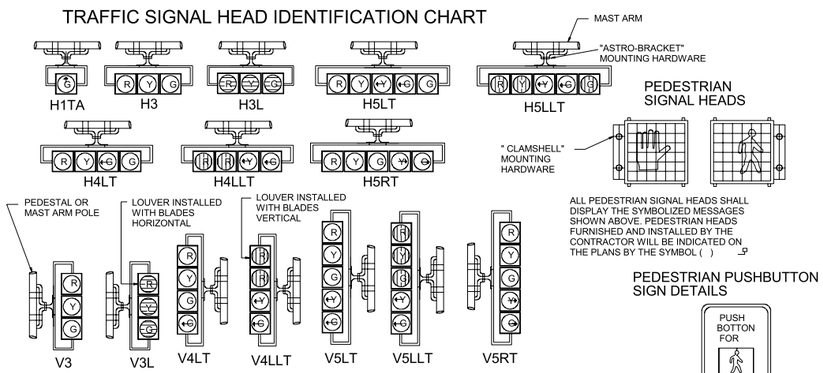


DETAIL " IV " - MAST ARM ATTACHMENT



DETAIL " III" - ANCHOR BOLTS

TRAFFIC SIGNAL HEAD IDENTIFICATION CHART



ALL PEDESTRIAN SIGNAL HEADS SHALL DISPLAY THE SYMBOLIZED MESSAGES SHOWN ABOVE. PEDESTRIAN HEADS FURNISHED AND INSTALLED BY THE CONTRACTOR WILL BE INDICATED ON THE PLANS BY THE SYMBOL ( )

PEDESTRIAN PUSHBUTTON
SIGN DETAILS

ALL PEDESTRIAN PUSHBUTTON SIGNS SHALL DISPLAY THE MESSAGE SHOWN ABOVE.

NOTES: 1. ALL SIGNAL HEAD LENSES SHALL BE 12" IN DIAMETER, UNLESS OTHERWISE STATED.
2. VEHICLE SIGNAL HEADS SHALL BE MOUNTED WITH " ASTRO-BRACKETS" AND APPROPRIATE TUBING.
3. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH "CLAMSHELL" MOUNTING HARDWARE.
4. ALL VISORS SHALL BE TUNNEL VISORS. UNLESS OTHERWISE STATED.
5. ALL PEDESTRIAN SIGNAL HEADS AND POLE MOUNTED VEHICLE HEADS SHALL BE INSTALLED ON THE AWAY FROM TRAFFIC SIDE OF THE PEDESTAL OR MAST ARM POLE.

TRAFFIC SIGNAL DETAILS

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CITY OF DALLAS, TEXAS

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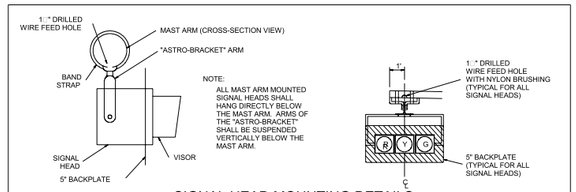
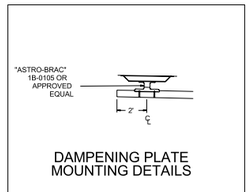
C. O. D.	A. B. & A.	APRIL 1997	251D	1	5010

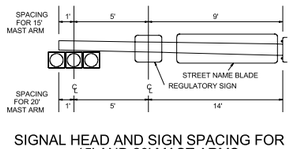
DETAILS FOR MOUNTING SIGNAL AND SIGN HARDWARE ON MAST ARMS



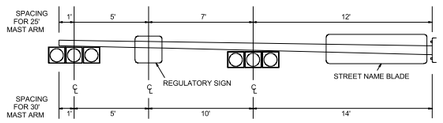
SIGNAL HEAD MOUNTING DETAILS



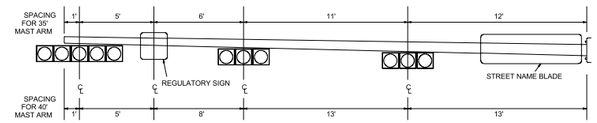
DAMPENING PLATE MOUNTING DETAILS



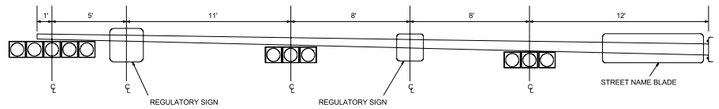
SIGNAL HEAD AND SIGN SPACING FOR 15' AND 20' MAST ARMS



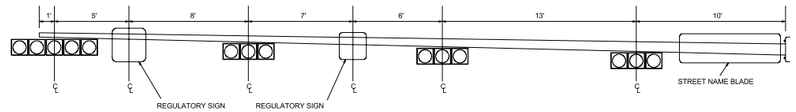
SIGNAL HEAD AND SIGN SPACING FOR 25' AND 30' MAST ARMS



SIGNAL HEAD AND SIGN SPACING FOR 35' AND 40' MAST ARMS



SIGNAL HEAD AND SIGN SPACING FOR 45' MAST ARM

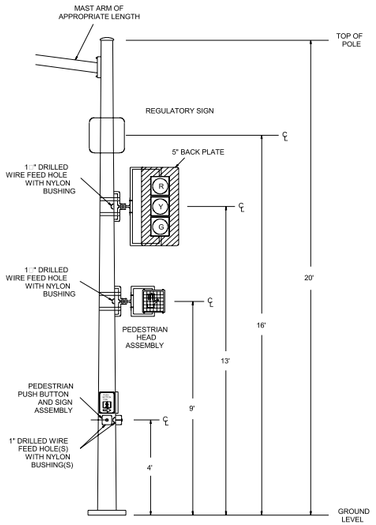


SIGNAL HEAD AND SIGN SPACING FOR 50' MAST ARM

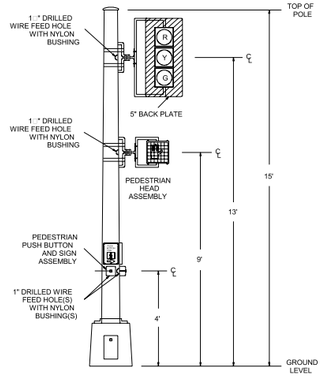
1. ALL WIRE FEED HOLES SHALL BE DRILLED IN THE FIELD BY THE VENDOR. TORCHING WILL NIT BE PERMITTED. DRILLED HOLES SHALL BE TOUCHED UP WITH ONE COAT OF COLD GALVANIZING COMPOUND, ALLOWING ADEQUATE DRYING TIME BEFORE MOUNTING ANY SIGNAL OR SIGN HARDWARE.
2. SIGNAL AND SIGN HARDWARE SHALL BE MOUNTED AT THE LOCATIONS SHOWN ON THEDIAGRAMS ABOVE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER.
3. IF THE VEHICLE SIGNAL HEAD IS SKEWED WITH REPECT TO THE MAST ARM, THE VENDOR MAY BE REQUIRED TO PROVIDE EXTENDED (12") "ASTRO-BRACKET" ARMS SO THAT THE BACKPLATE CLEARS THE MAST ARM.
4. 1 1/8" DIAMETER HOLES SHALL BE DRILLED ON THE BOTTOM FACE OF NEW GALVANIZED MAST ARMS WHEN MOUNTING HORIZONTAL SIGNAL HEADS. (WHEN MOUNTING VERTICAL SIGNAL HEADS ON THE MAST ARM, THE HOLES SHALL BE DRILLED ON THE FRONT FACE OF THE ARM.)
5. NYLON BUSHINGS SHALL BE INSTALLED IN ALL WIRE FEED HOLES TO PROTECT THE WIRE INSULATION.

GENERAL NOTES

DETAILS FOR MOUNTING SIGNAL AND SIGN HARDWARE ON POLES

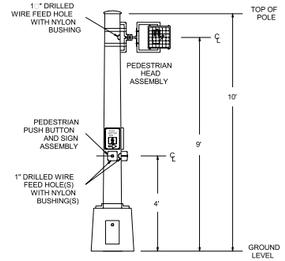


MAST ARM POLE



15' PEDESTAL POLE

1. ALL HOLES SHALL BE DRILLED IN THE FIELD BY THE VENDOR. TORCHING WILL NOT BE PERMITTED. DRILLED HOLES SHALL BE TOUCHED UP WITH ONE COAT OF COLD GALVANIZED COMPOUND. ALLOWING ADEQUATE DRYING TIME BEFORE MOUNTING ANY SIGNAL OR SIGN HARDWARE.
2. ALL SIGNAL AND SIGN HARDWARE SHALL BE MOUNTED AT THE DISTANCES SHOWN ON THE DIAGRAMS BELOW UNLESS OTHERWISE INSTRUCTURED BY THE ENGINEER.
3. IF THE DISTANCE BETWEEN THE SIDE MOUNT VEHICLE SIGNAL HEAD AND THE MAST ARM POLE IS NOT SUFFICIENT TO INSTALL A BACK PLATE THE CONTRACTOR MAY BE REQUIRED TO PROVIDE EXTENDED (12") "ASTRO-BRACKET" ARMS.
4. A TWO-WAY UNIVERSAL MOUNTING BRACKET SHALL BE USED WHENEVER TWO PEDESTRIAN SIGNAL HEADS ARE TO BE INSTALLED ON THE SAME POLE AND A ONE-WAY UNIVERSAL MOUNTING BRACKET SHALL BE USED WHENEVER A SINGLE PEDESTRIAN HEAD IS MOUNTED ON A POLE.
5. ALL PEDESTRIAN PUSH BUTTON SIGNS SHALL DISPLAY THE MESSAGE SHOWN BELOW. (WITH ARROW POINTING IN APPROPRIATE DIRECTION)



10' PEDESTAL POLE

TRAFFIC SIGNAL DETAILS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

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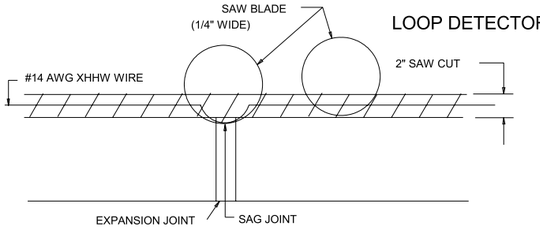
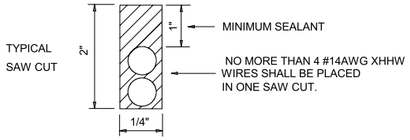
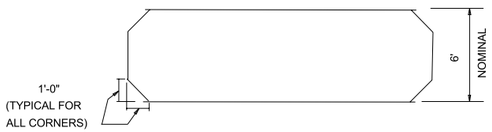
LOOP DETECTOR INSTALLATION DETAILS



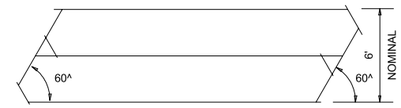


TYPE 1 LOOP

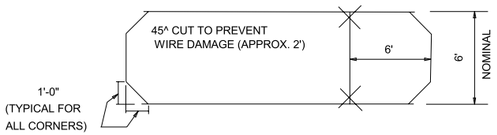


TYPE 2 LOOP

TYPE 3 LOOP

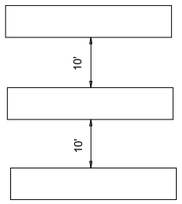


TYPE 4 LOOP



NOTE: ALL OF THE ABOVE LOOP TYPES HAVE VARIABLE LENGTHS

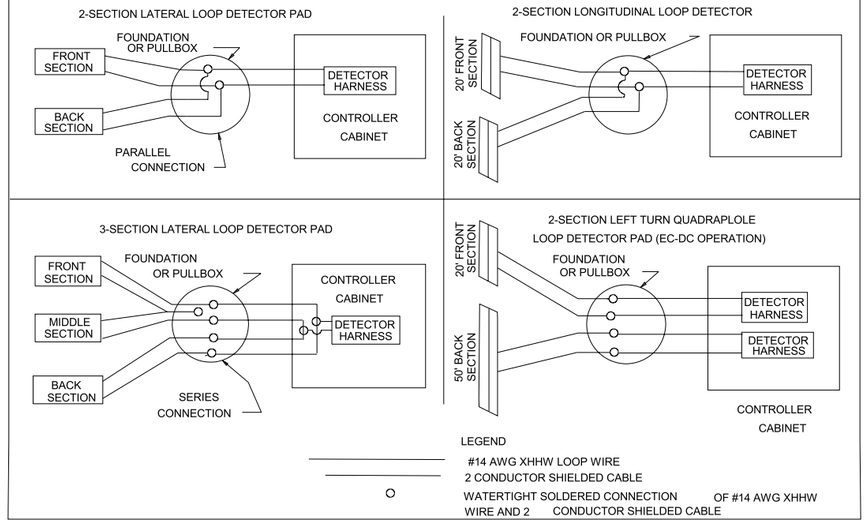
WHEN INDIVIDUAL LATERAL LOOP SECTIONS ARE TIED TOGETHER ON THE SAME DETECTOR HARNESS TO FORM A DETECTOR PAD. THE SPACING BETWEEN INDIVIDUAL LOOP SECTIONS SHALL BE AS SHOWN BELOW.



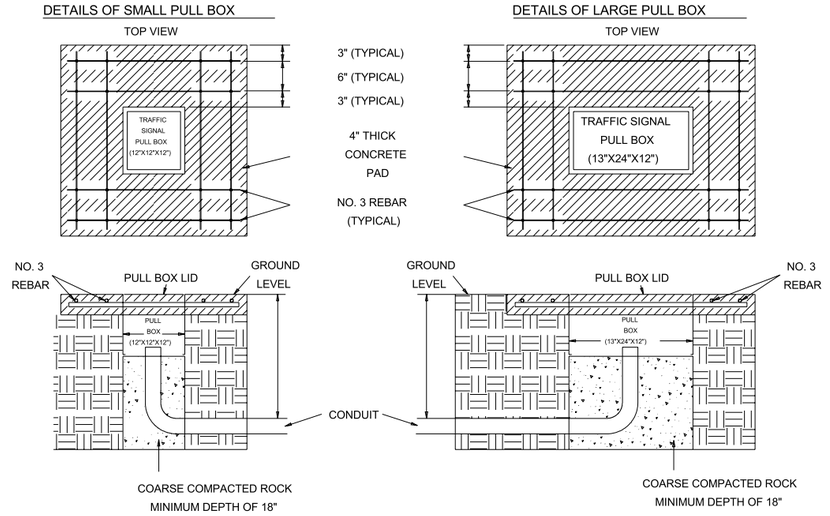
LONGITUDINAL EC-DC TYPE QUADRAPOLE LEFT TURN LOOP DETECTOR PADS SHALL HAVE A 10' SPACING BETWEEN INDIVIDUAL LOOP SECTIONS

1. INSTALLATION OF LOOP DETECTORS IS TO BE MADE IN THE SHORTEST TIME PRACTICAL (NOT TO EXCEED 4 HOURS MAX) AND SCHEDULED DURING OFF PEAK HOURS TO MINIMIZE DELAY TO TRAFFIC.
2. SAW CUTS ARE TO BE MADE WITH A CONCRETE SAW , FORMING STRAIGHT LINES WITH LOOSE MATERIAL REMOVED. THE CUT SHALL BE CLEAN AND DRY WHEN THE SEALING COMPOUND IS PLACED. WHEN A SAWCUT CROSSES A TRANVERSE EXPANSION JOINT, LOWER THE DEPTH BY 2" WHEN THE SAW IS CENTERED OVER THE EXPANSION JOINT.
3. WIRING OF TYPE 1, 2 AND 4 LOOPS ONLY -- LOOPS SMALLER THAN 6' X 20' SHALL HAVE 3 TURNS OF #14 AWG XHHW WIRE. POWERHEADS OF TYPE 2 AND TYPE 4 LOOPS SHALL HAVE 2 ADDITIONAL TURNS.
4. WIRING OF TYPE 3 LOOPS ONLY -- QUADRAPOLE LOOPS 6'X20' & SMALLER SHALL HAVE 2 TURNS (2-4-2) OF #14 XHHW WIRE. QUADRAPOLE LOOPS WITH NOMINAL LENGTHS OVER 20' SHALL HAVE 1 TURN (1-2-1) OF #14 AWG XHHW WIRE.
5. SEALANT SHALL NOT EXTEND MORE THAN 1 1/2" ON EITHER SIDE OF SAW CUT. CONTRACTOR SHALL BE REQUIRED TO REMOVE EXCESS SEALANT BEFORE LOOP WILL BE CONSIDERED COMPLETE.

LOOP DETECTOR SPLICING DETAILS



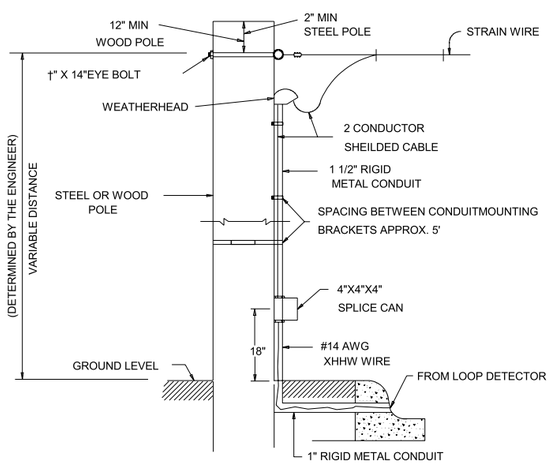
PULL BOX INSTALLATION DETAILS



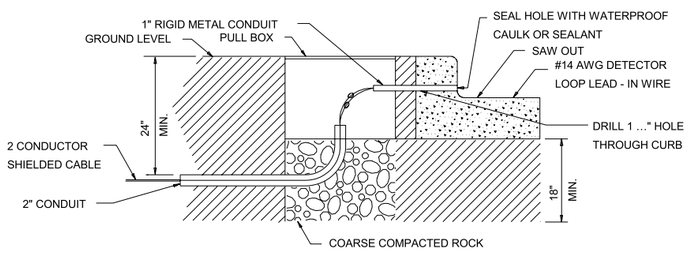
NOTE:
ALL CONCRETE SHALL BE EITHER CLASS A OR CLASS C AS DEFINED IN THE NORTH CENTRAL TEXAS COUNCIL OF GOVERMENTS' "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" ITEM 7.4.5.

LOOP DETECTOR RUN DETAILS

OVERHEAD DETECTOR RUN DETAIL



DETECTOR RUN INTO PULL BOX DETAIL



NOTE: SOLDER ALL CONNECTIONS AND SEAL THEM WITH A WATERTIGHT WRAPPING

TRAFFIC SIGNAL DETAILS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

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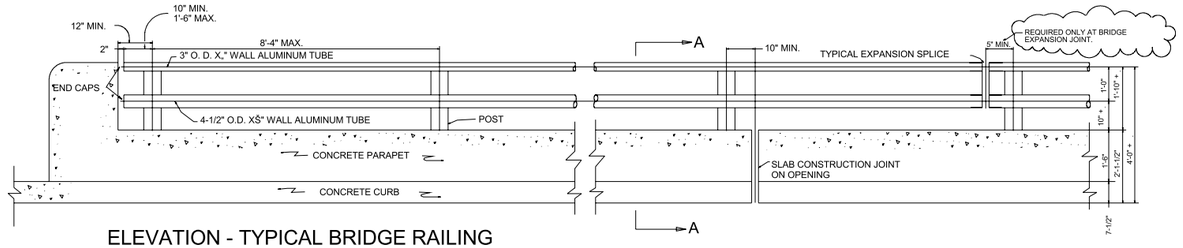
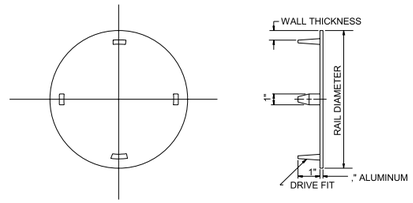


ELEVATION - TYPICAL BRIDGE RAILING

SCALE: □" = 1' - 0"



END CAP DETAIL

NO SCALE

GENERAL CONSTRUCTION NOTES:

1. RAIL POSTS SHALL BE CAST ALUMIMUM ALLOY, A356-T6, PERMANENT MOLD. MAXIMUM ALLOWABLE POST SPACING SHALL BE 8'-4" C-C.

2. ALL SQUARE EDGES OF POST CASTINGS SHALL BE GROUND, SANDED, BUFFED OR CAST TO A □ INCH RADIUS, AND ALL GATES, RISERS AND SEAMS SHALL BE GROUND, SANDED AND BUFFED TO A SMOOTH, FLUSH FINISH.

3. ALL POSTS SHALL BE INSTALLED NORMAL TO THE FINISHED GRADE AND SHALL BE SEATED ON A „ INCH THICK, 70 DUROMETER NEOPRENE RUBBER PAD.

4. CLAMP BAR BOLTS & WASHERS SHALL BE STAINLESS STEEL, †" X 1 □ " AS PER ASTM A-302 OR A-304 TAMPER RESISTANT BOLTS CONFORMING TO GORDON'S SPECIALTIES INC. "S.S.T.R." BOLTS, OR EQUAL.

5. RAILS AND SPLICE TUBES SHALL BE EXTRUDED ALUMINUM PIPE ALLOY, 6061-T6 AS PER ASTM B-221-71 AND SHALL BE FURNISHED IN THE MILL FINISH.

6. ALL OPEN ENDS OF RAIL MEMBERS SHALL BE CAPPED-SEE END CAP DETAIL.

7. POST, RAILS, & FASTENERS SHALL CONFORM TO GORDON'S SPECIALTIES INC. ALUMINUM COMBINATION RAIL CA 2-1 OR EQUAL. (SEE NOTE 4.)

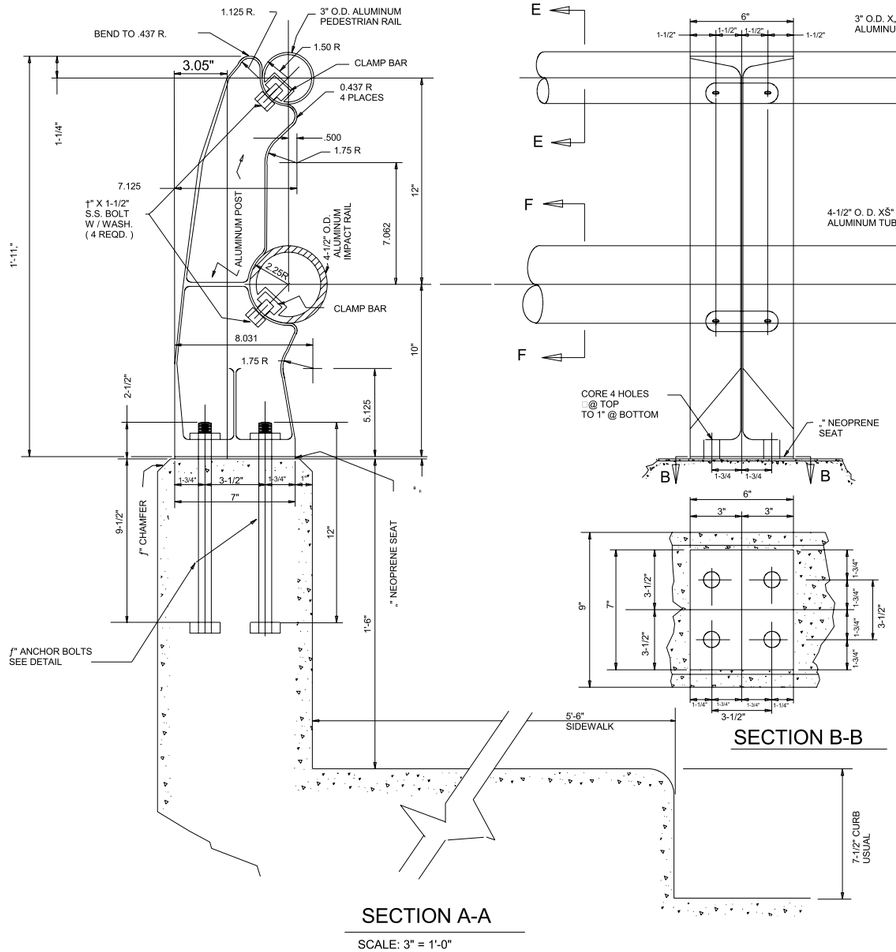
8. SECTIONS OF RAIL TUBING SHALL BE ATTACHED TO A MINIMUM OF THREE POSTS WHEREVER PRACTICAL.

9. A RAIL SPLICE IS REQUIRED AT EACH BRIDGE EXPANSION JOINT. THE GAP AT RAIL SPLICES SHALL BE A MINIMUM OF ONE INCH OR EQUAL TO BRIDGE EXPANSION JOINT GAP PLUS □ INCH. WITH THREE (3") MAXIMUM OPENING.

10. POST ANCHOR BOLTS SHALL BE GALVANIZED STEEL *ƒ"* DIA. WITH *ƒ"* HEAVY HEX HEADNUT & ‰" WASHER AS PER ASTM A-325. BOLTS, NUTS AND WASHERS GALVANIZED AS PER ASTM A-153.

11. RAIL MEMBERS SHALL BE INSTALLED PARALLEL TO THE FINISHED PARAPET WALL GRADE & SHALL BE FABRICATED TO FOLLOW THE CURVATURE OF THE ROADWAY. THIS DESIGN DOES NOT LEND ITSELF TO RADIUSING. SUBSTITUTION OF STANDARD ROUND TUBES WITH TOGGLE BOLT MOUNTING, OR CHORDING OF RAILS & PARAPET WALLS IS REQUIRED ON BRIDGES WITH LESS THAN 250' RADIUS.

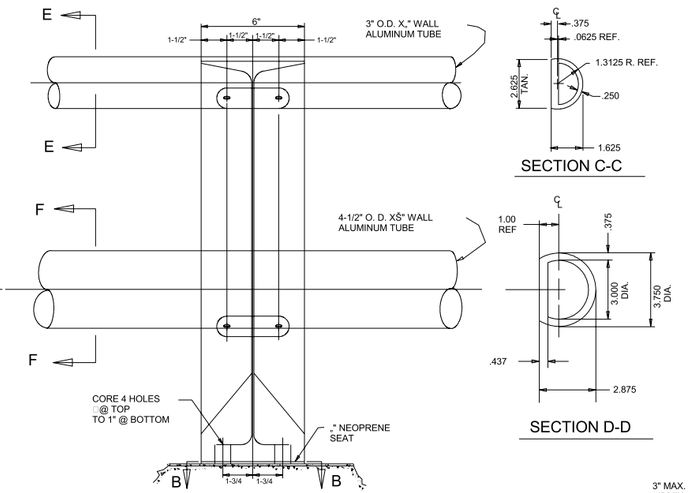
12. AFTER TIGHTENING ANCHOR BOLTS WILL BE " SHOT " WITH A STEEL PIN, PROVIDING COMPLETE PENETRATION OF THE NUT AND IMBEDMENT INTO THE ANCHOR BOLT. PIN IS TO CONFORM TO HILTI PIN NO. ENK 16 S 12 OR EQUAL. RECOMMENDED GUN IS HILTI DX 450.

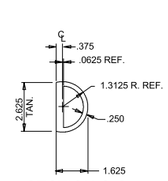


SECTION A-A

SCALE: 3" = 1'-0"

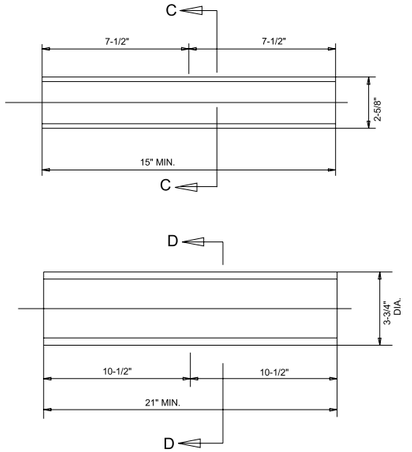
SECTION B-B





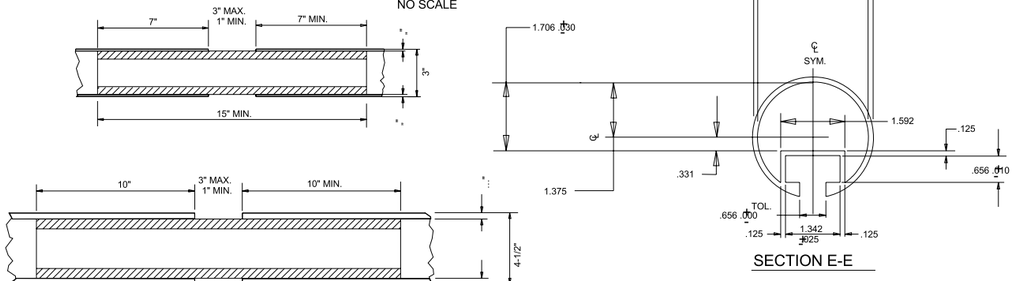
SECTION C-C

SECTION D-D



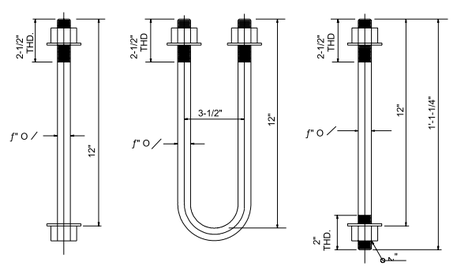
SPLICE TUBE DETAILS

NO SCALE



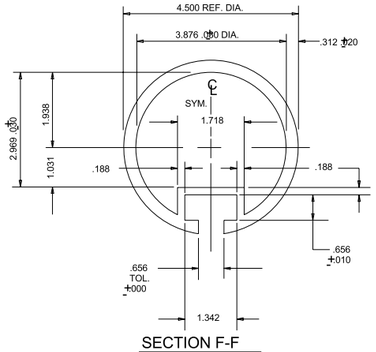
SPLICE CONNECTION DETAILS

SCALE: 3" = 1'-0"

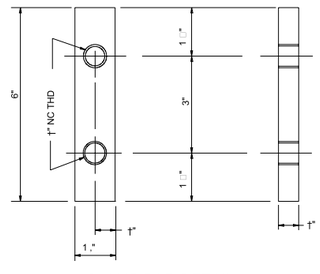


ANCHOR BOLT DETAILS

SCALE: 3" = 1'-0"



SECTION F-F



CLAMP BAR DETAIL

STANDARD DETAIL FOR

ALUMINUM BRIDGE

RAILING DETAILS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

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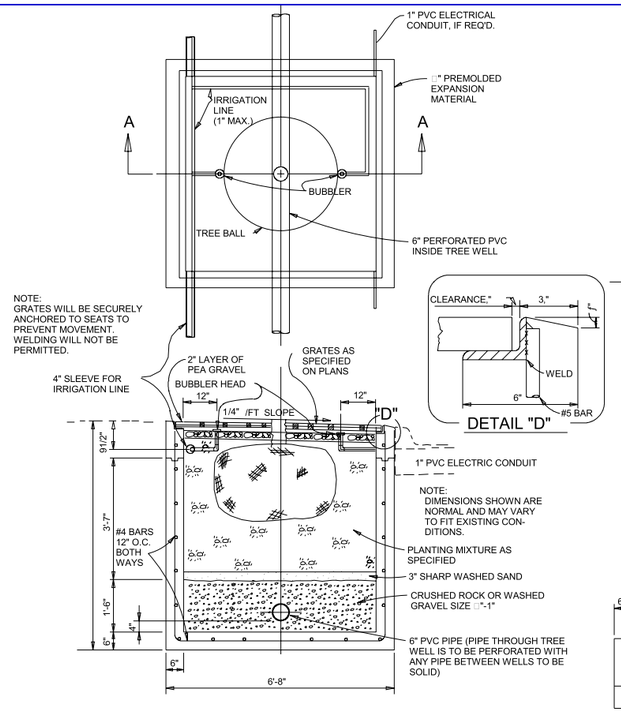
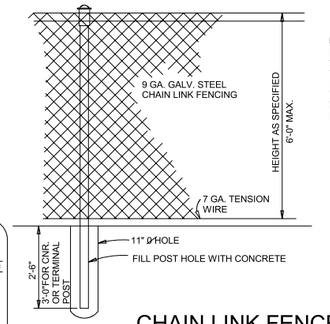
C. O. D.	A. B. & A.	APRIL 1997	251D	1	9001



SECTION A-A

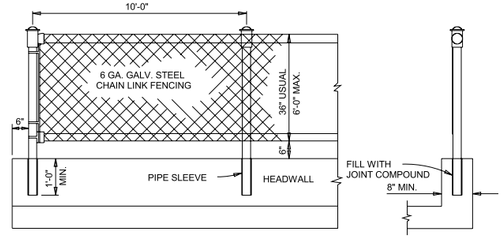
DETAIL "D"

REINFORCED CONCRETE TREE WELLS



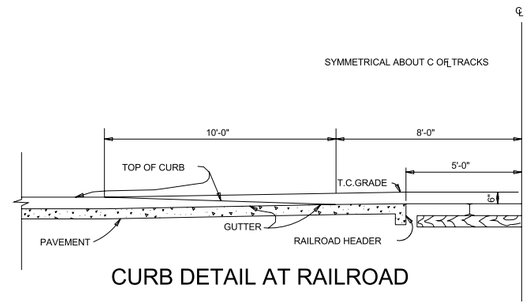
MIN. SIZES:
LINE POSTS-2" O.D. GALVANIZED STEEL PIPE WEIGHING 2.72 LB./FT.
TERMINAL POSTS-2:" O.D. GALVANIZED STEEL PIPE WEIGHING 3.65 LB./FT.
TOP RAIL-1: " O.D. GALVANIZED STEEL PIPE WEIGHING 2.27 LB./FT.
MAX. SPACING BETWEEN POSTS = 10'-0"

CHAIN LINK FENCE

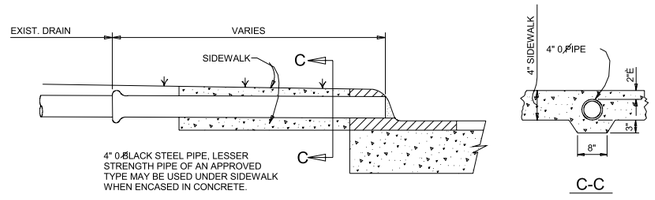


GUARD FENCE FOR CULVERTS & WALLS

POSTS-2 :" O.D. STEEL PIPE WEIGHING 3.65 LB./FT.
RAILINGS-2" O.D. STEEL PIPE WEIGHING 2.72 LB./FT.
ALL POSTS AND FITTINGS TO BE GALVANIZED

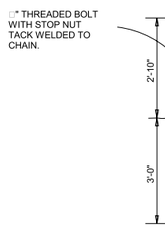


CURB DETAIL AT RAILROAD

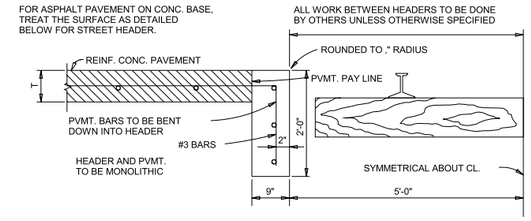


C-C

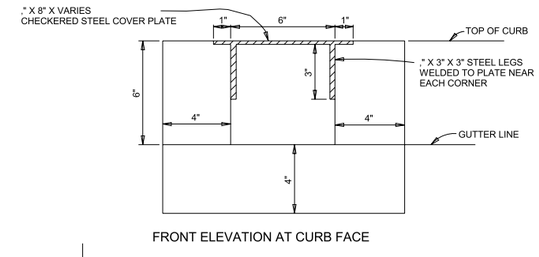
CURB DRAIN-TYPE 2



WOOD GUARD POST



RAILROAD HEADER

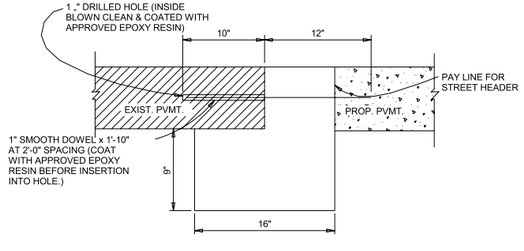


FRONT ELEVATION AT CURB FACE

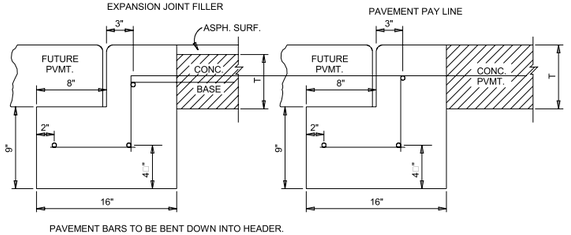
CURB DRAIN-TYPE 1

WOOD POSTS MUST BE TREATED WITH PRESERVATIVE TO MEET AMERICAN WOOD PRESERVERS ASSOCIATION STANDARD SPECIFICATIONS.

NO PAINT NECESSARY

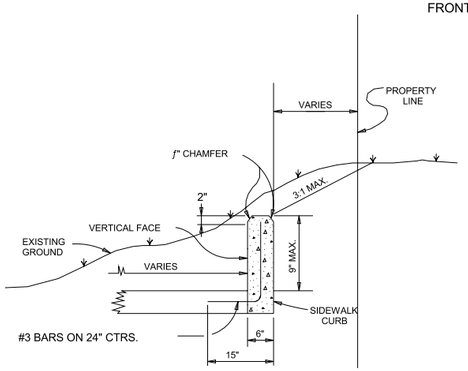


STREET HEADER WITH DOWEL



PAVEMENT BARS TO BE BENT DOWN INTO HEADER.
HEADER AND PAVEMENT TO BE MONOLITHIC

STREET HEADER



DETAIL FOR ITEM 320

SIDEWALK CURB

MISCELLANEOUS DETAILS

MISCELLANEOUS

CONSTRUCTION ITEMS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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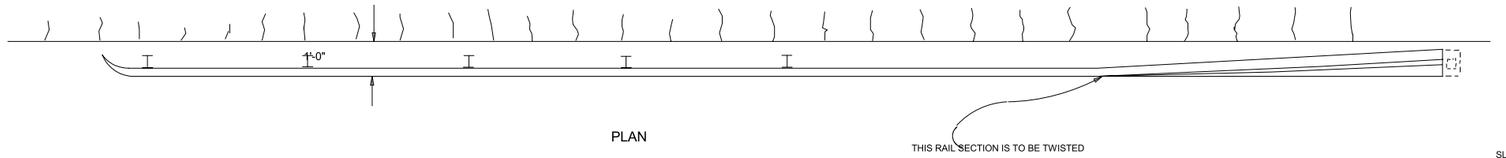
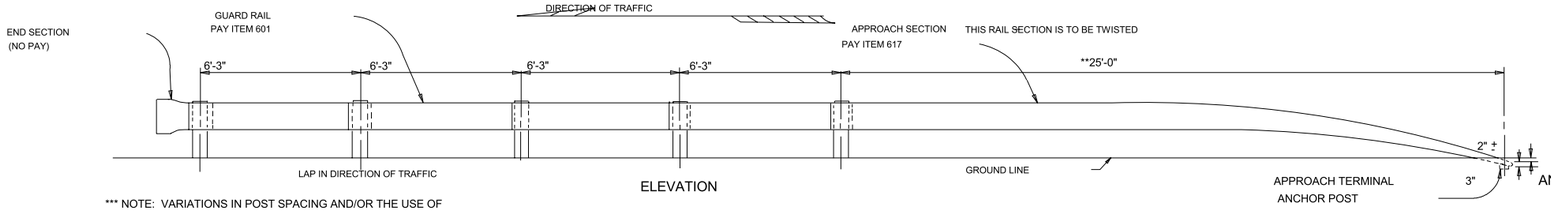
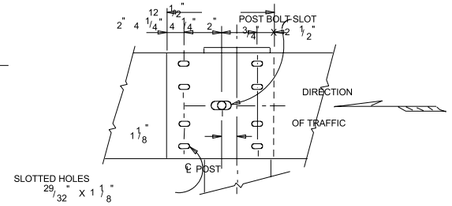




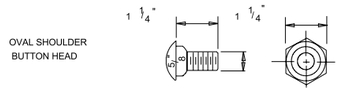
ELEVATION

*** NOTE: VARIATIONS IN POST SPACING AND/OR THE USE OF SPACER BLOCKS OR SHIMS, MAY BE REQUIRED BY THE ENGINEER, IN ORDER TO ACCOMMODATE THE REQUIRED RAIL CONNECTION TO STRUCTURES.

**NOTE: THIS DIMENSION MEASURED TO CENTER OF SPLICE WHEN SPECIAL END SHOE IS USED

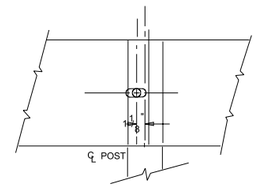


RAIL SPLICE

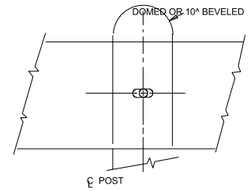


ANCHOR OR SPLICE BOLT 5/8 NUT
POST BOLT: SIMILAR EXCEPT LENGTH.

(7/8" HEX BOLTS REQUIRED FOR SPECIAL END SHOE)

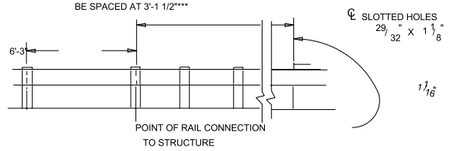


POST CONNECTION
STEEL POST

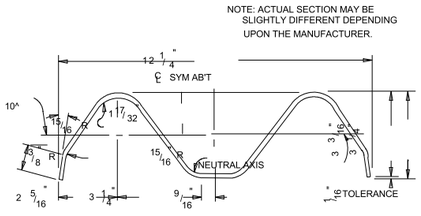


POST CONNECTION
WOOD POST

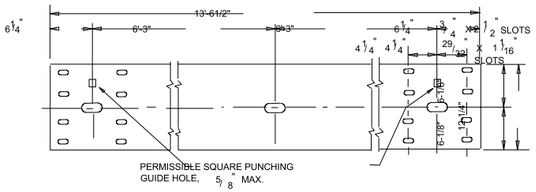
WOOD POST MAY BE DOMED,
OR BEVELED



POST TREATMENT AT STRUCTURES



SECTION THRU RAIL ELEMENT



ELEVATION OF NOMINAL 121/2 FOOT
GUARD RAIL

GENERAL NOTES

1 EXCEPT WHERE USED AT STRUCTURES THAT ARE NARROWER THAN CROWN WIDTH OR WHERE OTHERWISE INDICATED ON THE PLANS, THE GUARD RAIL SHALL BE LOCATED A MINIMUM OF ONE FOOT FROM THE SHOULDER EDGE ON EXISTING ROADWAYS AND A MINIMUM OF TWO FEET FROM THE SHOULDER EDGE ON NEW CONSTRUCTION. THE EXACT POSITION SHALL BE AS SHOWN ELSEWHERE ON THE PLANS OR AS DIRECTED BY THE ENGINEER. RAIL SHALL BE TRANSITIONED TO A SMOOTH CONNECTION WITH OTHER STRUCTURE OR RAIL AS SHOWN ELSEWHERE ON PLANS.

2. AT THE OPTION OF THE CONTRACTOR THE RAIL ELEMENTS FOR THE GUARD FENCE MAY BE FURNISHED IN EITHER 12□ OR 25 NOMINAL LENGTHS. RAIL SHALL BE FURNISHED WITH POST BOLT SLOTS FOR 5/8" □ DIAMETER BOLT CONNECTION TO POSTS.

3. BOLTS SHALL BE OF SUFFICIENT LENGTH TO EXTEND THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3/4" BEYOND IT.

4. THE TOP OF THE TERMINAL ANCHOR POST ASSEMBLY AND ALL STEEL FITTINGS THEREON SHALL BE GALVANIZED AS SHOWN.

5. WHERE ROCK IS ENCOUNTERED OR WHERE SHOWN ON THE PLANS , THE DIAMETER OF THE HOLES AND THE MATERIAL FOR BACKFILLING SHALL BE AS DIRECTED BY THE ENGINEER, TIMBER POST SHALL NOT BE SET IN CONCRETE.

6. THE TERMINAL ANCHOR POST SHALL BE SET IN 3000 PSI CONCRETE . CONCRETE SHALL BE SUBSIDIARY TO THE BID ITEM "METAL BEAM GUARD FENCE".

7. TIMBER POST MAY BE BEVELED AT APPROXIMATELY 10 DEGREES ON THE TOP OR BOTH ENDS WITH HIGH SIDE OF TOP OF POST PLACED TOWARD THE ROADWAY OR THEY MAY BE DOMED.

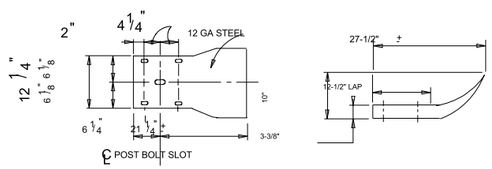
8. AN ANCHOR OTHER THAN TO A TERMINAL ANCHOR POST SHALL CONSIST OF A CONNECTION SIMILAR TO THE RAIL SPLICE OR SIMILAR TO THE SPECIAL END SHOE.

9. SPECIAL FABRICATION WILL BE REQUIRED IN INSTALLATIONS HAVING A CURVATURE OF LESS THAN 150' RADIUS.

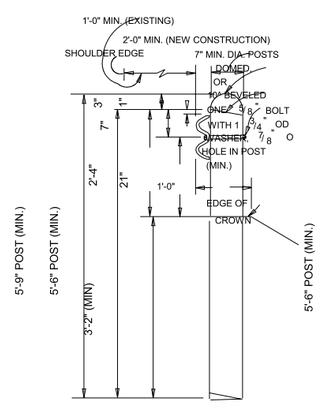
10. WOOD POST MUST BE TREATED IN MANNER APPROVED BY THE ENGINEER.

11. THE SPECIAL END SHOE ANCHOR MAY BE USED WITH THE 18" X 5'-0" CONCRETE FOOTING OR THE ANGLE ANCHOR MAY BE USED WITH THE 2'-6" SQUARE OR EQUIVALENT FOOTING.

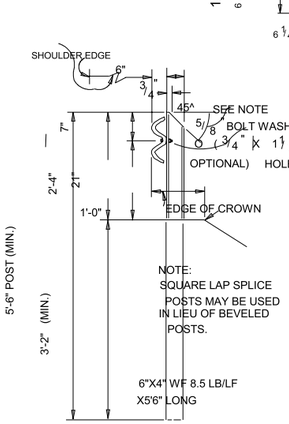
12. ALL RAIL SECTIONS WILL BE 12 GAUGE STEEL UNLESS STATED OTHERWISE ON PLANS.



END TERMINAL SECTION - 12 GAUGE

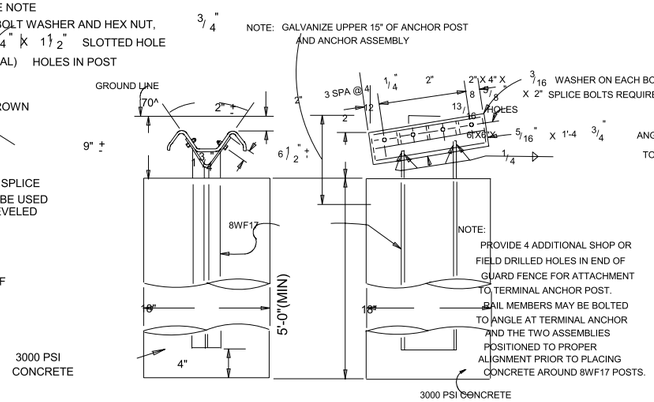


WOOD LINE POST

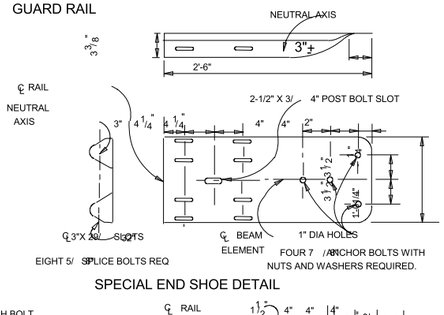


STEEL LINE POST

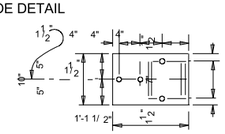
NOTE:
WHEN UNDISTURBED SOLID ROCK IS ENCOUNTERED THE MINIMUM DEPTH OF THE HOLE SHALL BE 1'-6".



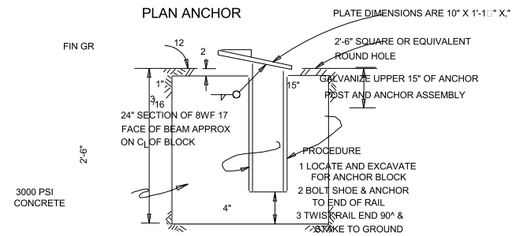
DETAIL OF TERMINAL ANCHOR POST



SPECIAL END SHOE DETAIL



PLAN ANCHOR



ELEV: ANCHOR & END BLOCK

OPTIONAL TERMINAL ANCHOR POST

MISCELLANEOUS DETAILS					
METAL BEAM GUARD FENCE					
DETAILS -GF(TD)-74					
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION					
CITY OF DALLAS, TEXAS					
DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
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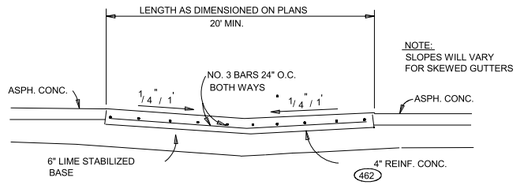
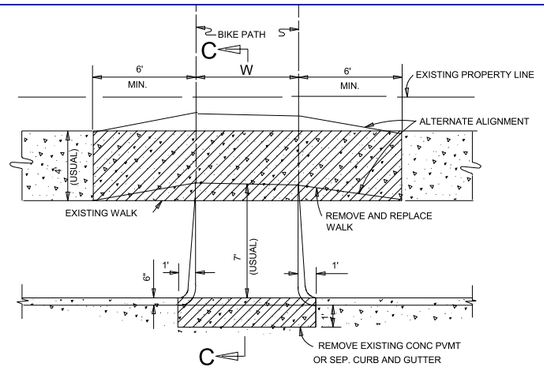
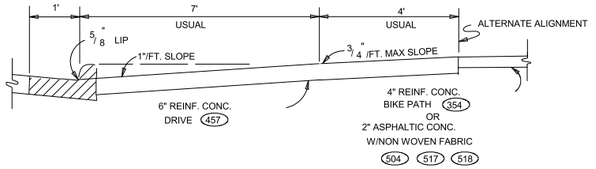


VALLEY GUTTER DETAIL

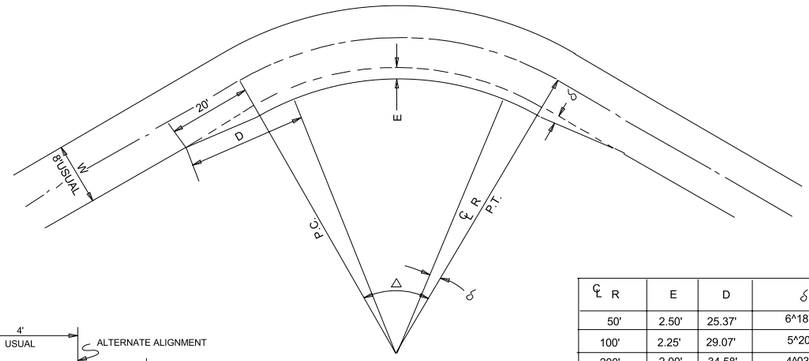


BIKE PATH RAMP AT PAVED STREET

(NO WALK ABUTTING CURB)



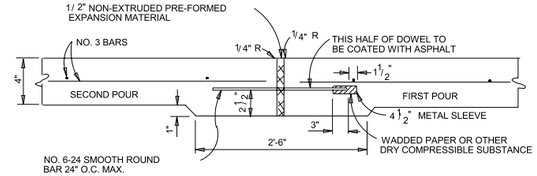
SECTION C-C



TRAIL WIDENING DETAIL

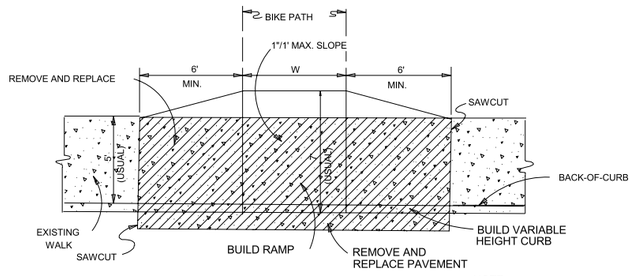
FOR Δ10^
NO WIDENING NESESSARY
WHERE : Δ10^
R > 700'

℄ R	E	D	δ
50'	2.50'	25.37'	6^18'
100'	2.25'	29.07'	5^20'
200'	2.00'	34.58'	4^03'
300'	1.75'	38.04'	3^27'
400'	1.50	39.97'	2^52'
500'	1.25'	40.60'	2^22'
600'	1.00'	39.99'	1^55'
700'	1.00'	42.42'	1^50'

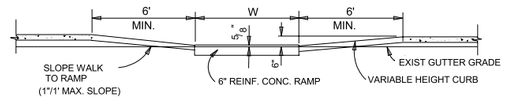


EXPANSION JOINT DETAIL

(FOR CONCRETE VALLEY GUTTERS)



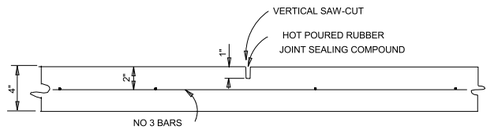
NOTE:
LENGTH OF WALK REMOVAL AND REPLACEMENT EACH SIDE OF RAMP WILL DEPEND ON GRADE OF STREET



SECTION AT BACK OF CURB

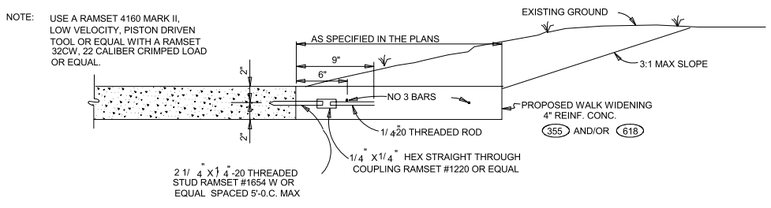
BIKE PATH RAMP AT PAVED STREET

(WALK ABUTTING CURB)



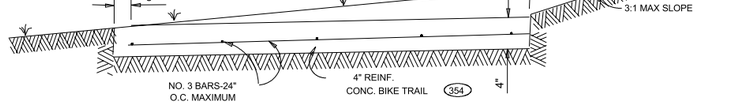
SAWED DUMMY JOINT

(SPACED 15' CENTERLINE MEASURE)



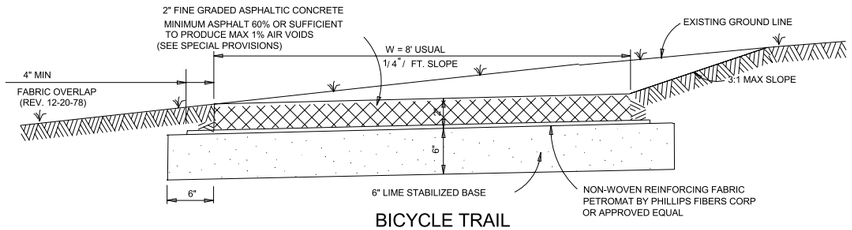
355 AND/OR 618, FOR TYING TO EXISTING WALK, WILL BE PAID FOR PER LINEAR FOOT MEASURED LONGITUDINALLY WITH THE WALK, AND WILL INCLUDE ALL MATERIAL SHOWN COMPLETE IN PLACE.

DETAIL AT WIDENED WALK



BICYCLE TRAIL

TYPICAL CONCRETE SECTION



BICYCLE TRAIL

TYPICAL ASPHALT SECTION

CONSTRUCTION PROCEDURES: **

1. PREPARE LIME STABILIZED BASE 25#/S.Y. (5%) USUAL.
2. SHOOT PRIME COAT 0.10 GAL./S.Y. RC-70. ALLOW TO CURE.
* 3. APPLY 0.25 GAL./S.Y. AC-10 BINDER.
4. IMMEDIATELY SPREAD FABRIC AND BROOM OR ROLL INTO ASPHALT
* 5. LAY 2" LIFT OF ASPH. CONC. IN ONE APPLICATION IMMEDIATELY IF POSSIBLE. (SEE SPECIAL PROVISION)
6. QUANTITIES OF ASPHALT AND LIME MAY BE VARIED AS DIRECTED BY THE ENGINEER AT TIME OF CONSTRUCTION.

* CATONIC EMULSION CRS-2 MAY BE USED, BUT FABRIC CAN NOT BE LAID UNTIL EMULSION CURES. QUANTITY MUST BE ADJUSTED TO PROVIDE SUFFICIENT RESIDUAL ASPHALT TO SATURATE THE REINFORCING FABRIC.

* * ASPHALT MAY VARY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.

MISCELLANEOUS DETAILS

BICYCLE PATHS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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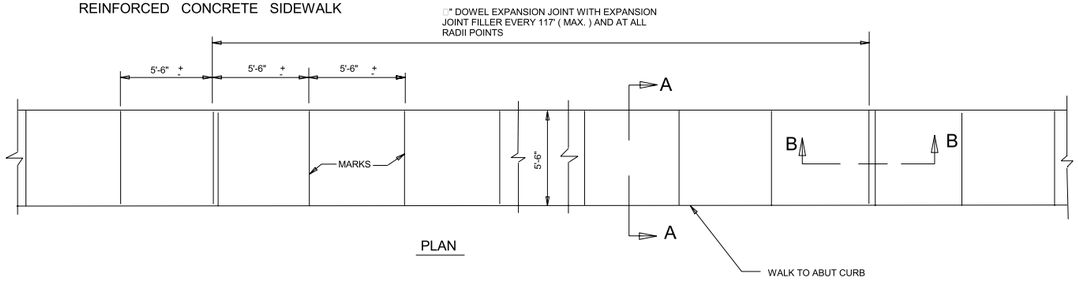
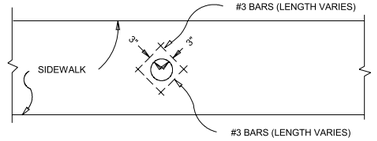
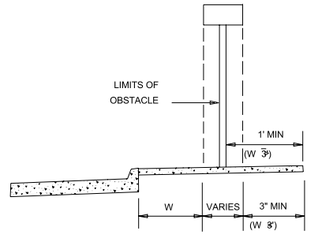
REINFORCED CONCRETE SIDEWALK



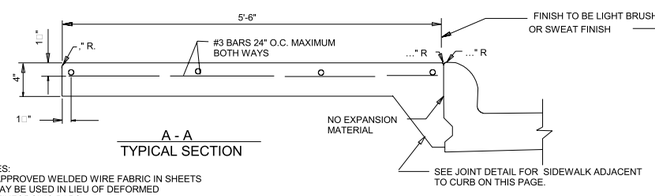
PLAN



REINFORCING DETAIL AT WATER METERS IN SIDEWALK

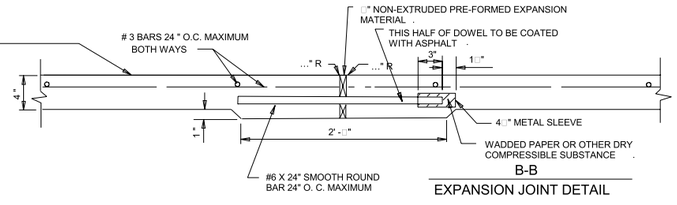


THIS SIDEWALK DESIGN IS APPROVED BY THE PARK DEPARTMENT FOR USE ALONG CITY PARK PROPERTY.

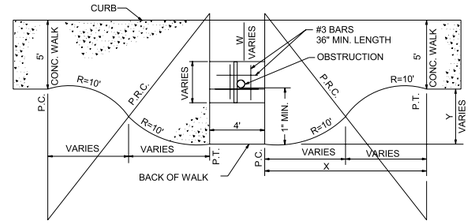


A - A
TYPICAL SECTION

NOTES:
1. APPROVED WELDED WIRE FABRIC IN SHEETS ,MAY BE USED IN LIEU OF DEFORMED REINFORCING BARS.
2. THE WIRE FABRIC SHALL BE SUPPORTED BY APPROVED BAR CHAIRS ON 36" CENTERS.
3. THE SIZE OF THE WIRE FABRIC SHALL BE 12 X 12-W4 X W4 WITH A NOMINAL DIAMETER OF 0.225 INCHES AND A NOMINAL WEIGHT OF 0.136 LBS./LIN. FT.



B-B
EXPANSION JOINT DETAIL

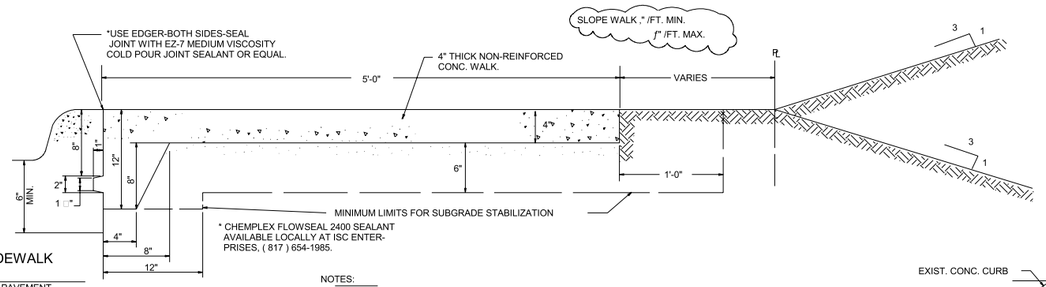


NOTES:
1. IF "W" > 3',NO WIDENING NECESSARY EXCEPT POSSIBLY TO OBTAIN MINIMUM DISTANCE OF 1' TO EDGE OF SIDEWALK.
2. SAME WIDENING PLAN WILL BE USED FOR WALK NOT ABUTTING CURB.

Y=1'	X= 6.24'
Y=2'	X= 8.72'
Y=3'	X= 10.54'
Y=4'	X= 12.00'
Y=5'	X= 13.23'

SIDEWALK WIDENING REQUIRED AROUND OBSTACLES IN SIDEWALK

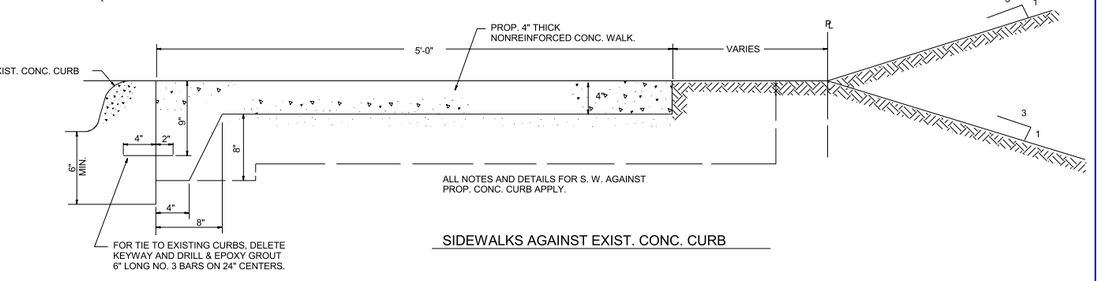
✳ EXPANSION MATERIAL MUST BE PLACED ADJACENT THE BUILDING, STRUCTURE, WALL OR POLE WHEN SIDEWALK IS POURED ADJACENT THESE ITEMS.



* CHEMPLEX FLOWSEAL 2400 SEALANT AVAILABLE LOCALLY AT ISC ENTER-PRISES, (817) 654-1985.

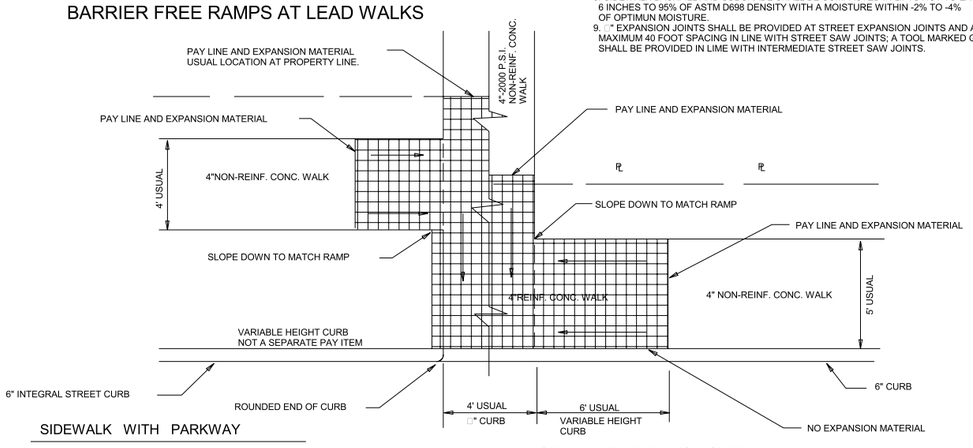
JOINT DETAIL FOR SIDEWALK ADJACENT TO CURB
SAME DETAIL (LUG) FOR MEDIAN PAVEMENT-USE PREMOLDED EXPANSION JOINT

NOTES:
1. ALL HONEYCOMB IN BACK OF CURB TO BE TROWEL- PLASTERED BEFORE POURING SIDEWALK
2. LUG MAY BE FORMED BY SHAPING SUBGRADE TO APPROXIMATE DIMENSIONS SHOWN.
3. FOR SIDEWALKS AGAINST EXISTING CURB, KEYWAY SHALL BE REPLACED WITH 6" LONG #3 BARS DRILLED 4" INTO EXISTING BACK CURB AND EPOXY GROUTED ON 24" CENTERS.
4. PAYMENT FOR KEYWAY SUBSIDIARY TO SIDEWALK LUG PAY ITEM.
5. PAYMENT FOR EXCAVATION, BORROW, SUBGRADE STABILIZATION, AND COMPACTION IS SUBSIDIARY TO CONCRETE SIDEWALK PAY ITEM.
6. LIME STABLIIZATION OR SELECT BORROW MATERIAL FOR SUBGRADE IS REQUIRED WHEN SOIL P.I. IS GREATER THAN 18. LIMITS OF SUBGRADE STABILIZATION ARE MINIMUM REQUIRED.
7. BACKFILL FOR SIDEWALK SUBGRADE SHALL BE LIME STABILIZED SOIL OR SELECT BORROW MATERIAL HAVING A P.I. NOT LESS THAN 10 NOR GREATER THAN 18.
8. SIDEWALK BACKFILL AND SUBGRADE SHALL BE COMPACTED IN LIFTS NOT TO EXCEED 6 INCHES TO 95% OF ASTM D698 DENSITY WITH A MOISTURE WITHIN -2% TO -4% OF OPTIMUN MOISTURE.
9. □" EXPANSION JOINTS SHALL BE PROVIDED AT STREET EXPANSION JOINTS AND AT A MAXIMUM 40 FOOT SPACING IN LINE WITH STREET SAW JOINTS; A TOOL MARKED GROOVE SHALL BE PROVIDED IN LIME WITH INTERMEDIATE STREET SAW JOINTS.



SIDEWALKS AGAINST EXIST. CONC. CURB

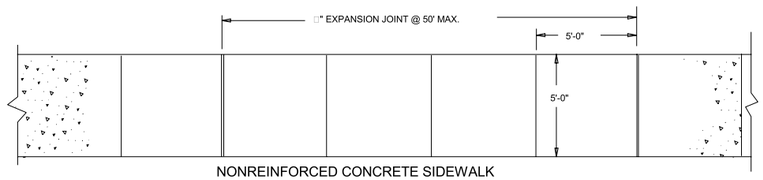
BARRIER FREE RAMPS AT LEAD WALKS



SIDEWALK WITH PARKWAY

SIDEWALK ABUTTING CURB

NOTES:
1. NO SLOPE TO EXCEED 1" PER 1'
2. ACTUAL LOCATIONS OF RAMP LIMITS WILL BE DETERMINED BY SLOPE OF RAMP AND GRADE OF STREET.
3. WALK REINFORCEMENT WILL BE #3 BARS SPACED 24" O.C. MAX. BOTH WAYS OR 6 GA. 6" X 6" WIRE MESH.
4. BROOM OR RAKE FINISH NEEDED.



NONREINFORCED CONCRETE SIDEWALK

✳ SEE PAGE 2001 FOR DETAIL OF SIDEWALK ADJACENT TO INLET.

MISCELLANEOUS DETAILS

REINFORCED SIDEWALKS AND

BARRIER FREE RAMPS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

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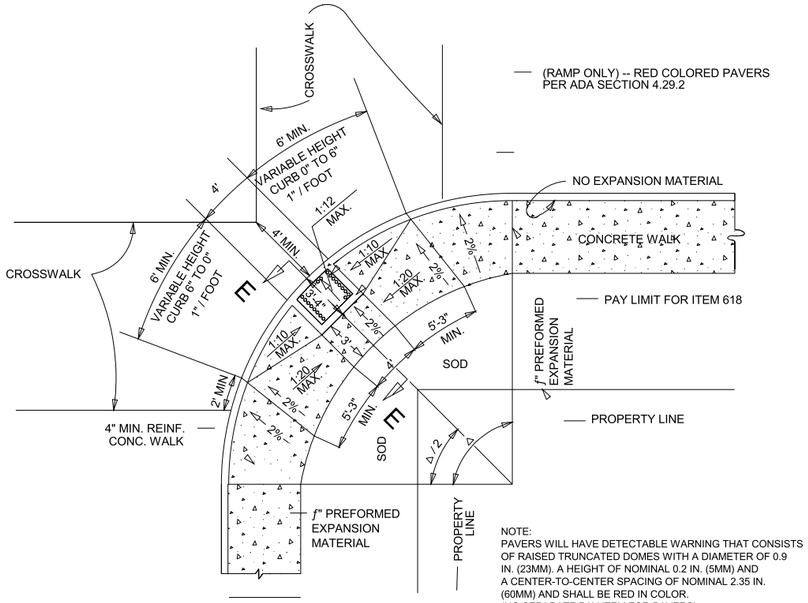
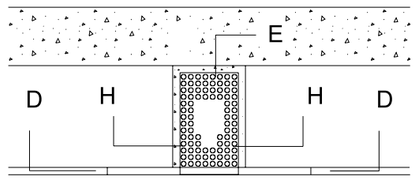
C. O. D.	A. B. & A.	APRIL 1997	251D	1	9005



NOTE:
PAVERS WILL HAVE DETECTABLE WARNING THAT CONSISTS OF RAISED TRUNCATED DOMES WITH A DIAMETER OF 0.9 IN. (23MM). A HEIGHT OF NOMINAL 0.2 IN. (5MM) AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 IN. (60MM) AND SHALL BE RED IN COLOR.
(NO SEPARATE PAY ITEM FOR PAVERS)

BARRIER FREE RAMP DETAIL
AT INTERSECTING STREET
(WALK ABUTTING CURB)

N.T.S.

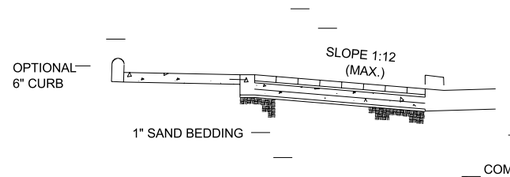


BARRIER FREE RAMP
(STRAIGHT CURB)

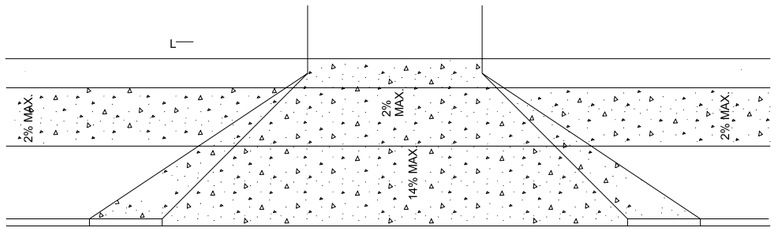
N.T.S.

SECTION D-D
N.T.S.

SECTION H-H
N.T.S.

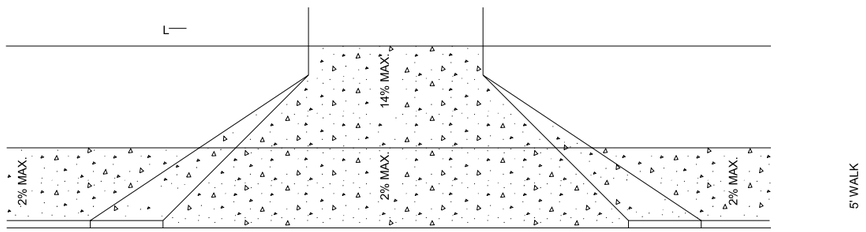


SECTION E-E
N.T.S.



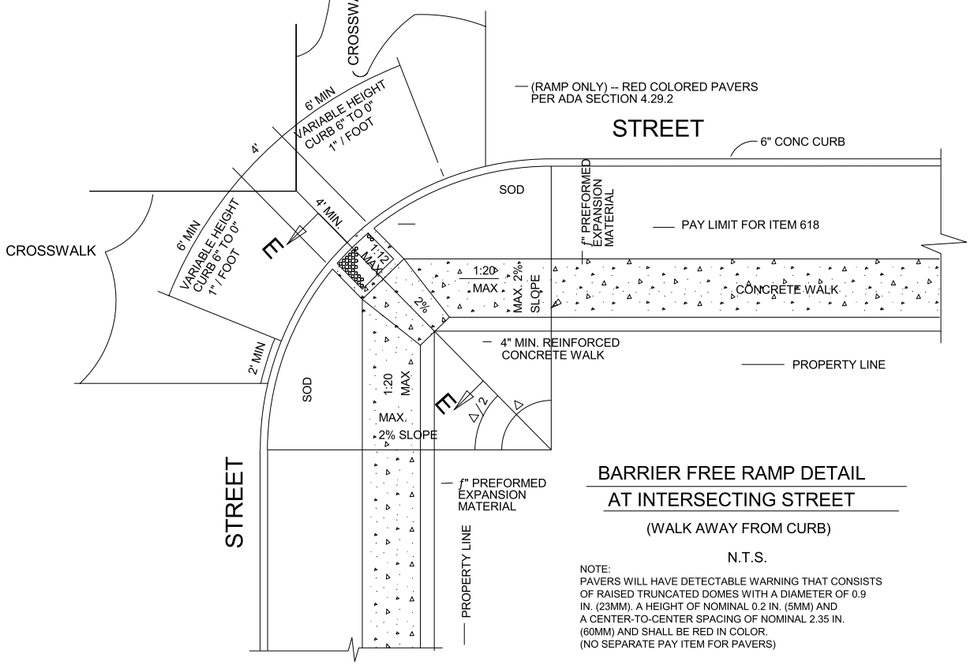
ALLEY TURNOUT DETAIL
(WALK AWAY FROM CURB)

N.T.S.



ALLEY TURNOUT DETAIL
(WALK ABUTTING CURB)

N.T.S.



BARRIER FREE RAMP DETAIL
AT INTERSECTING STREET
(WALK AWAY FROM CURB)

N.T.S.

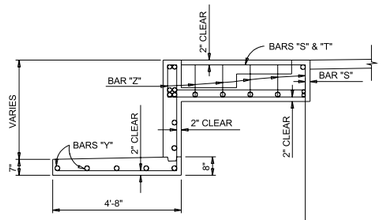
NOTE:
PAVERS WILL HAVE DETECTABLE WARNING THAT CONSISTS OF RAISED TRUNCATED DOMES WITH A DIAMETER OF 0.9 IN. (23MM). A HEIGHT OF NOMINAL 0.2 IN. (5MM) AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 IN. (60MM) AND SHALL BE RED IN COLOR.
(NO SEPARATE PAY ITEM FOR PAVERS)

NOTES:

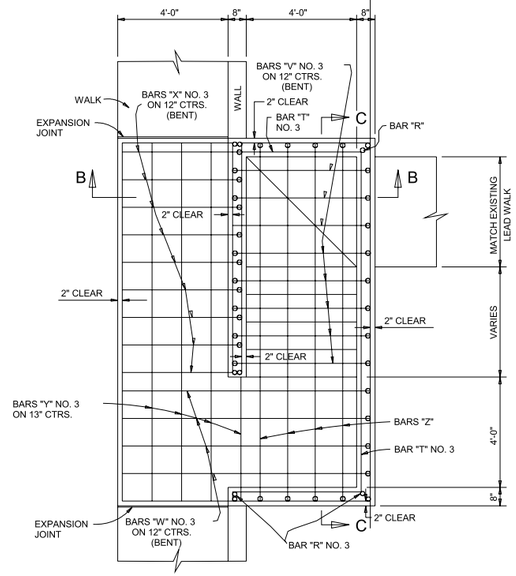
1. SIDEWALK LUGS, KEYWAYS AND SUBGRADE STABILIZATION SHALL BE REQUIRED WITH ALL BARRIER FREE RAMPS AGAINST STREET CURBS. SEE PAGE 9005 FOR DETAIL SHOWING SIDEWALK LUG DIMENSIONS.
2. DESIGNS SHOWN ARE FOR 6" CURBS. DIMENSIONS MUST BE INCREASED PROPORTIONATELY FOR CURBS WITH HEIGHT GREATER THAN 6".
3. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITION ON UPGRADE SIDE.
4. LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS.
5. IN CBD AREA, MARKING PATTERN ON EXISTING SIDEWALK SHALL BE FOLLOWED ON NEW SIDEWALK EXCEPT THRU THE RAMP AREA OR UNLESS OTHERWISE SPECIFIED ON THE PLANS.

MISCELLANEOUS DETAILS
BARRIER FREE RAMPS
PAVING DETAILS
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C.O.D.	M.M.ALI	AUG 2002	251D	1	9006

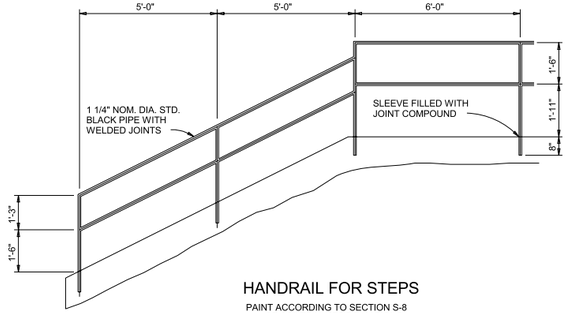


SECTION B-B TYPE 1



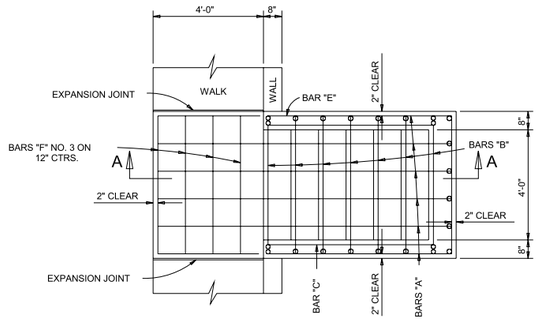
PLAN - TYPE 1

STEPS	CONCRETE C.Y.	STEEL LBS.
4	3.58	138.03
5	3.99	161.57
6	4.54	174.99
7	5.11	188.75
8	5.70	210.37
9	6.32	225.75
10	6.96	236.17



HANDRAIL FOR STEPS

PAINT ACCORDING TO SECTION S-8 OF GENERAL SPECIFICATIONS



PLAN - TYPE 2

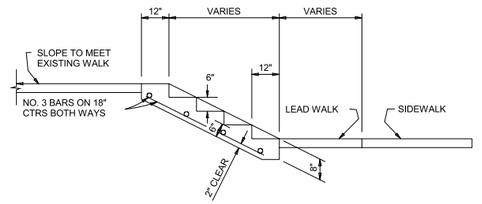
STEPS	CONCRETE C.Y.*	STEEL LBS.*
3	1.19	41.45
4	1.42	50.01
5	1.67	59.00
6	1.93	68.18
7	2.20	78.87
8	2.48	89.74
9	2.79	100.80
10	3.09	112.42

*
QUANTITIES INCLUDE WALK PORTION BETWEEN EXPANSION JOINTS.

QUANTITIES FOR CONC. STEPS-4 FEET WIDE.

STEPS	CONCRETE C.Y.
1	0.30
2	0.47
3	0.64

QUANTITIES OF CONCRETE INCREASE BY 0.17 CU. YDS. FOR EACH ADDITIONAL STEP



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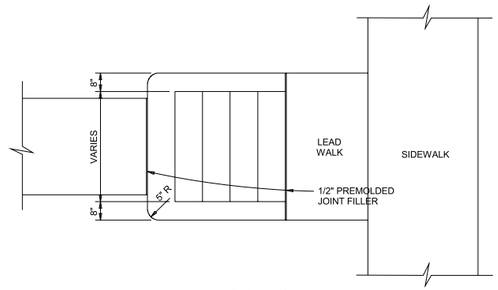
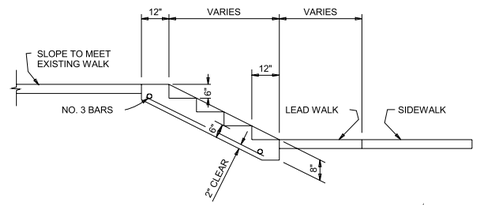


TYPE 3 STEPS

WITH BUTTRESS WALLS



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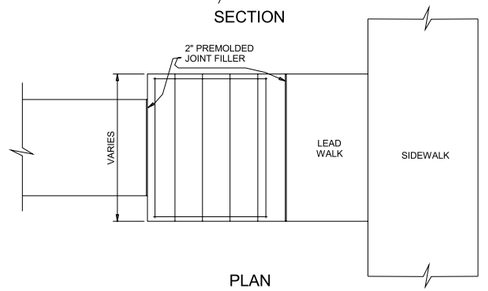
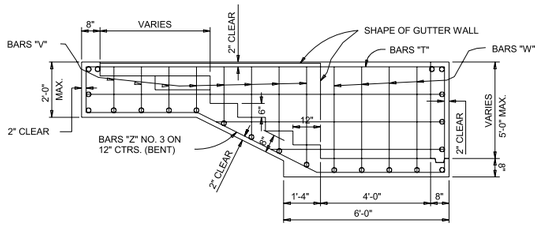


PLAN

TYPE 4 STEPS

WITHOUT BUTTRESS WALLS

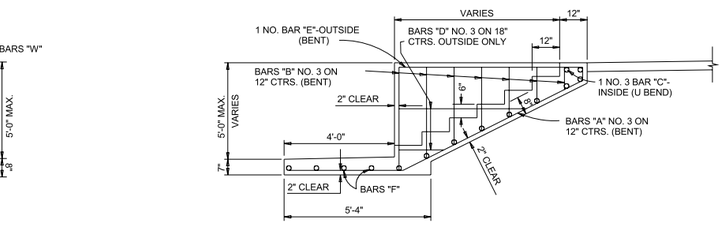


SECTION C-C

TYPE 1 STEPS

PARALLEL TO STREET

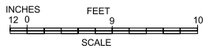
WALL HEIGHT GREATER THAN 5 FT. REQUIRES SPECIAL ANALYSIS



SECTION A-A

TYPE 2 STEPS

PERPENDICULAR TO STREET



GENERAL NOTES

1. CONCRETE FOR STEPS TO BE CLASS A CONCRETE.
2. BARS SHALL CONFORM TO SECTION 2.2.6 OF THE NCTCOG SPECIFICATIONS.
3. BAR LAPS SHALL BE 30 DIAMETERS.
4. ALL EXPOSED SURFACES EXCEPT STEP TREADS AND WALK SHALL RECEIVE A RUBBED FINISH.
5. STEP TREADS AND WALK SHALL RECEIVE A NON-SKID WOOD FLOAT FINISH.
6. STEP EDGES SHALL BE ROUNDED TO 3/8" DIAMETER.
7. THE HEIGHT OF RISE OF THE BOTTOM STEP MAY BE LESS THAN 7 1/2".
8. WIDTH OF TREAD AND/OR DEPTH OF RISE OF ALL STEPS MAY BE MODIFIED IF SO INDICATED ON THE PLANS.
9. EXPANSION JOINTS SHALL BE COMPOSED OF 1/2" PREMOLDED JOINT FILLER.
10. QUANTITIES ARE BASED ON STEPS HAVING 6" RISERS, 12" TREADS AND LEAD WALKS 4' WIDE.

MISCELLANEOUS DETAILS

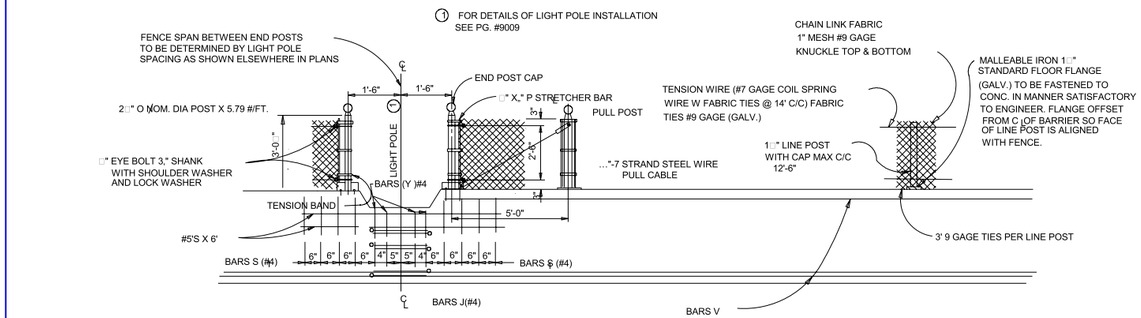
STEPS AND HANDRAIL

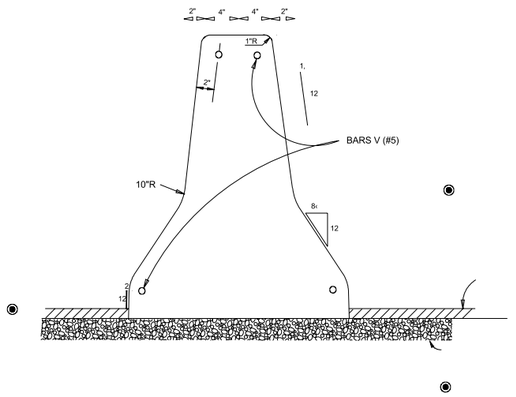
FOR STEPS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

CITY OF DALLAS, TEXAS

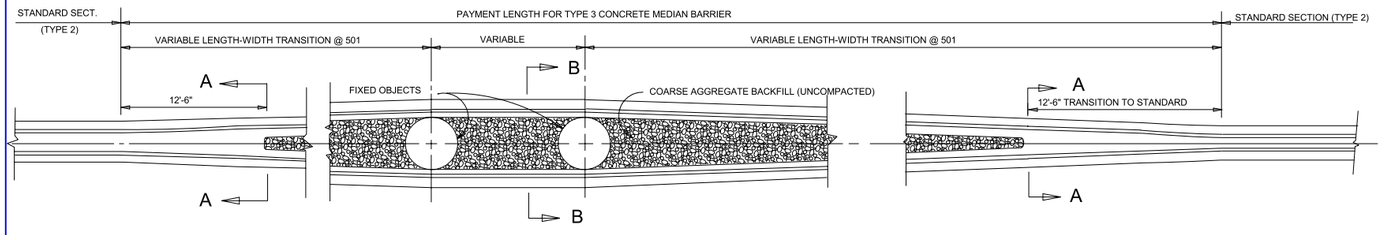
DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	9007



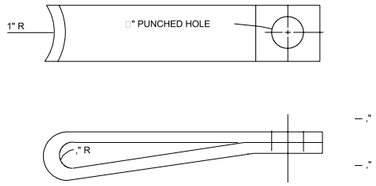


TYPICAL SECTION TYPE 2

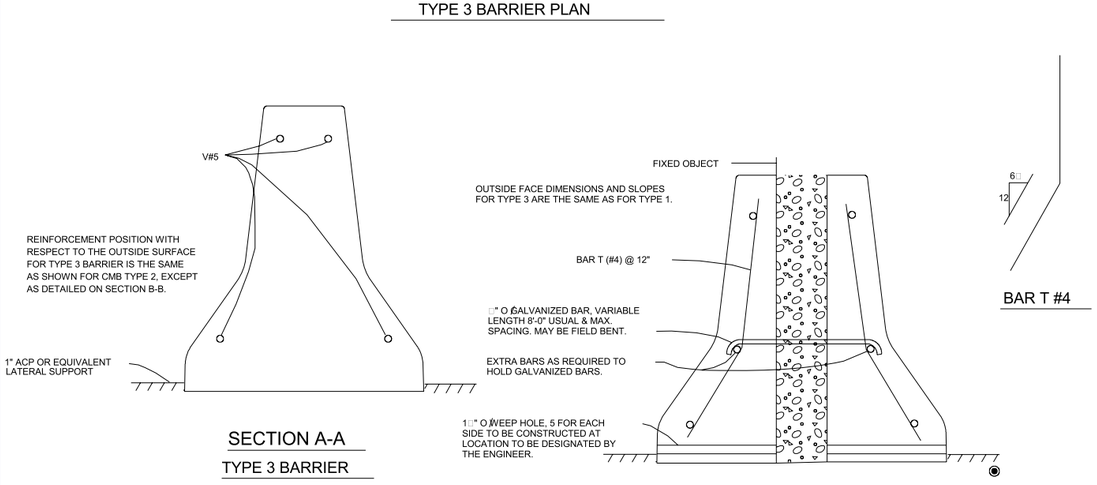
(ROADWAY BARRIER)



TYPE 3 BARRIER PLAN



PULL CABLE SHACKLE DETAIL



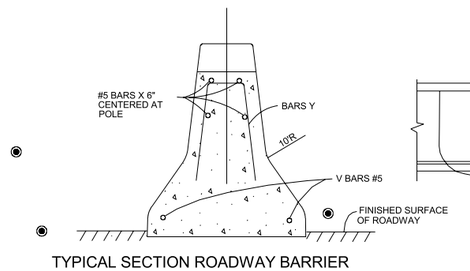
SECTION A-A

TYPE 3 BARRIER

SECTION B-B

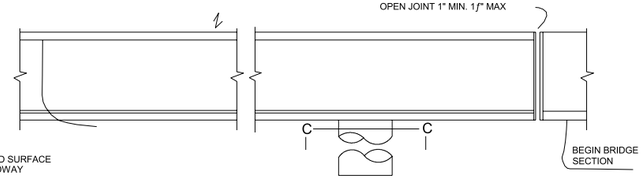
TYPE 3 BARRIER

BAR T #4



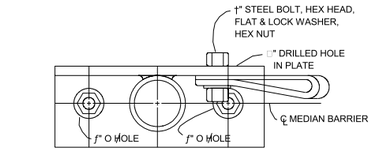
TYPICAL SECTION ROADWAY BARRIER

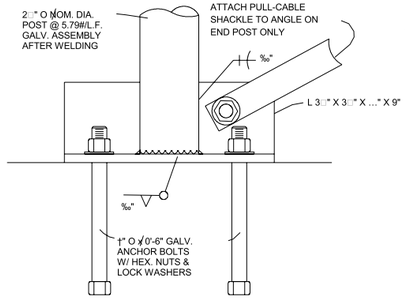
(CAST IN PLACE) AT LIGHT POLE



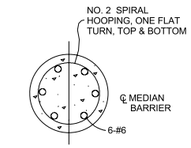
ANCHOR OR

TERMINAL ELEVATION

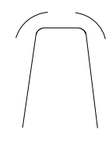




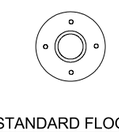
ELEVATION END & PULL POST



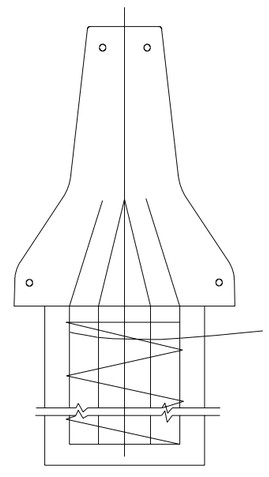
SEC. C-C



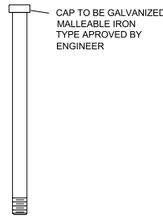
BARS Y (#4)



1□" STANDARD FLOOR FLANGE PLAN

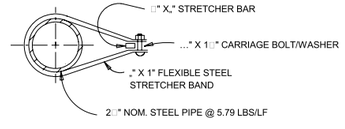


TYPICAL ANCHOR OR TERMINAL SECTION



1□" NOM. DIA. LINE POST X 2.72 #/FT. & CAP ELEVATION

BARS S (#4)



DETAILS OF STRETCHER BARS & BAND

MISCELLANEOUS DETAILS

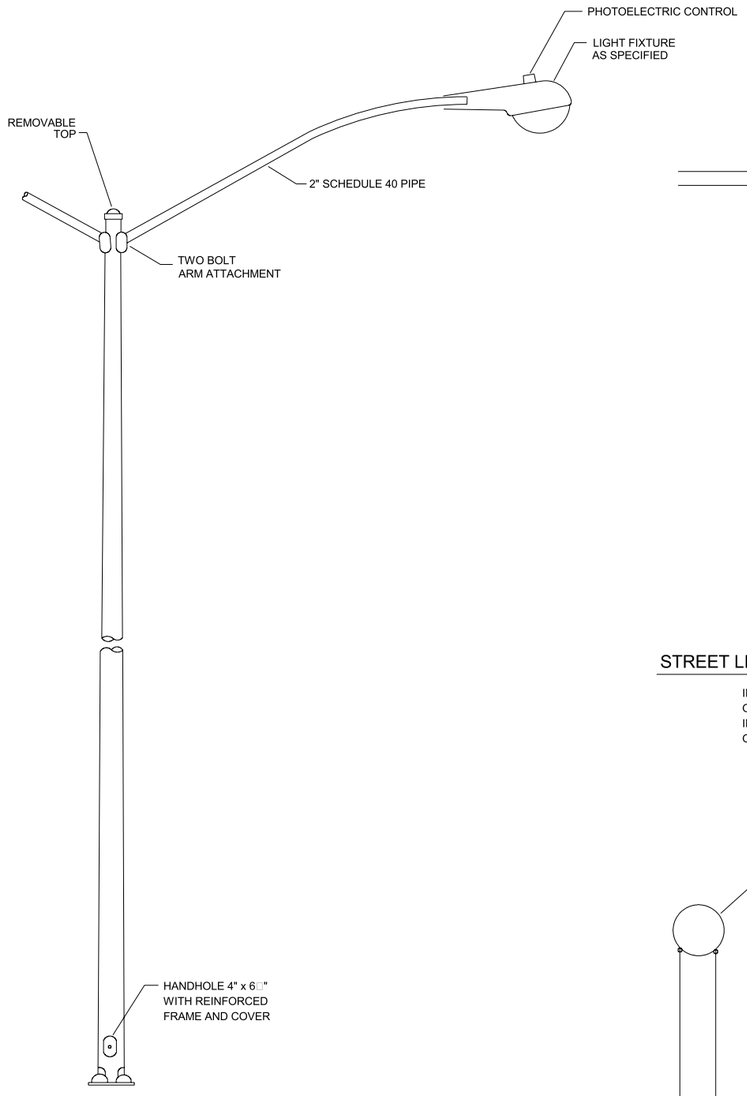
CONCRETE MEDIAN

BARRIER DETAILS

DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

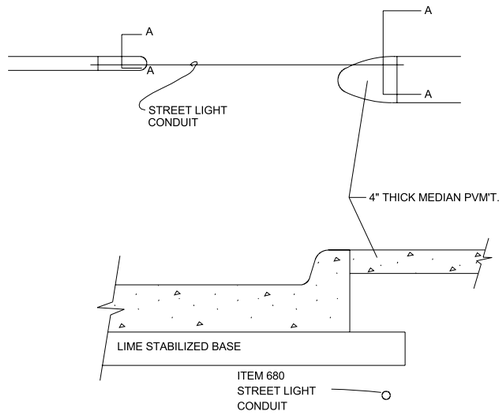
CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	9008



STREET LIGHT DETAIL

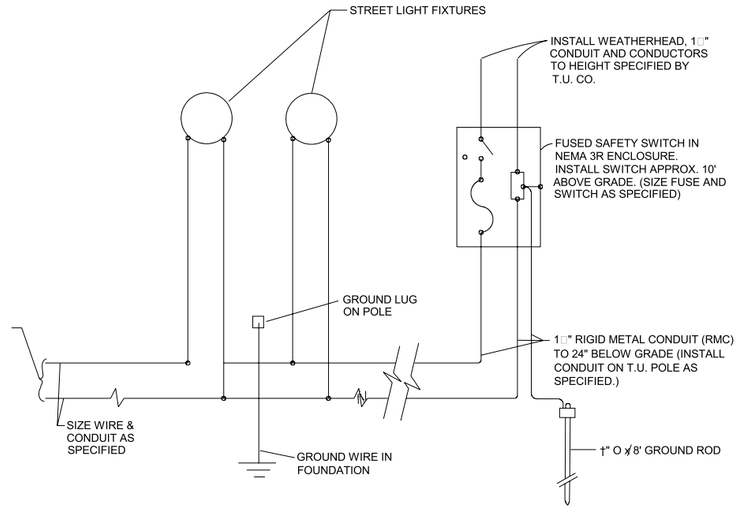
NO SCALE



SECTION A-A

STREET LIGHT CONDUIT INSTALLATION DETAIL

INSTALL CONDUIT ADJACENT TO NORTH CURB OF MEDIAN ON STREETS THAT RUN EAST AND WEST.
INSTALL CONDUIT ADJACENT TO THE WEST CURB OF MEDIAN ON STREETS THAT RUN NORTH AND SOUTH.



TYPICAL DOUBLE STREET LIGHT RISER DETAIL

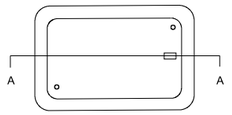
INSULATED CONDUCTOR USED FOR THE HOT LEG SHALL BE SUITABLE FOR DIRECT BURIAL.

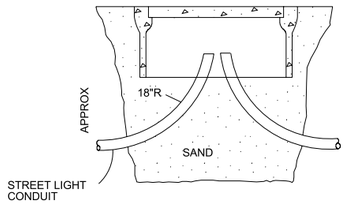
A BARE CONDUCTOR MAY BE USED FOR THE NEUTRAL.

TYPICAL SERVICE RISER DETAIL

ONLY RIGID METAL CONDUIT SHALL BE USED ABOVE GRADE.

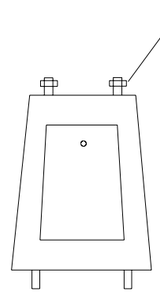
CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR SERVICE WITH T.U. CO.





FLUSH MOUNTED PULL BOX DETAIL

ITEM 688

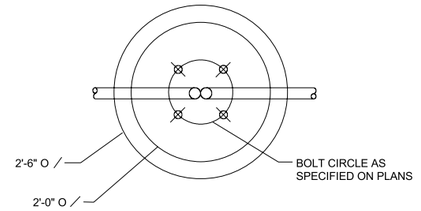


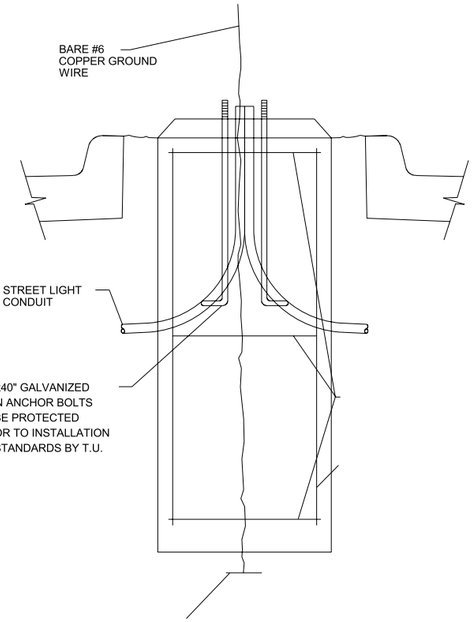
FOUR CONNECTING BOLTS SHOULD ACCOMODATE 11" BOLT CIRCLE OF POLE BASE PLATE

CONTRACTOR TO FURNISH BOLT CIRCLE TEMPLATE, ANCHOR BOLTS, 2"PVC, GROUNDING PLATE, AND PULL STRING.

TRANSFORMER BASE DETAIL

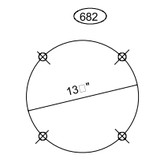
TRANSFORMER BASE SHALL BE MOUNTED ON FOUNDATION WITH A 15" DIA. BOLT CIRCLE.





3000 P.S.I. REINFORCED CONCRETE FOUNDATION

FOUNDATION FOR STREET LIGHT ONLY OR FOR COMBINATION STREET LIGHT AND TRAFFIC SIGNAL
SEE DETAIL FOR ANCHOR BOLT CIRCLE REQUIREMENTS.



FOR 40' STANDARD

FOR 30' STANDARD

ANCHOR BOLT CIRCLE REQUIREMENTS

MISCELLANEOUS DETAILS

STREET LIGHT

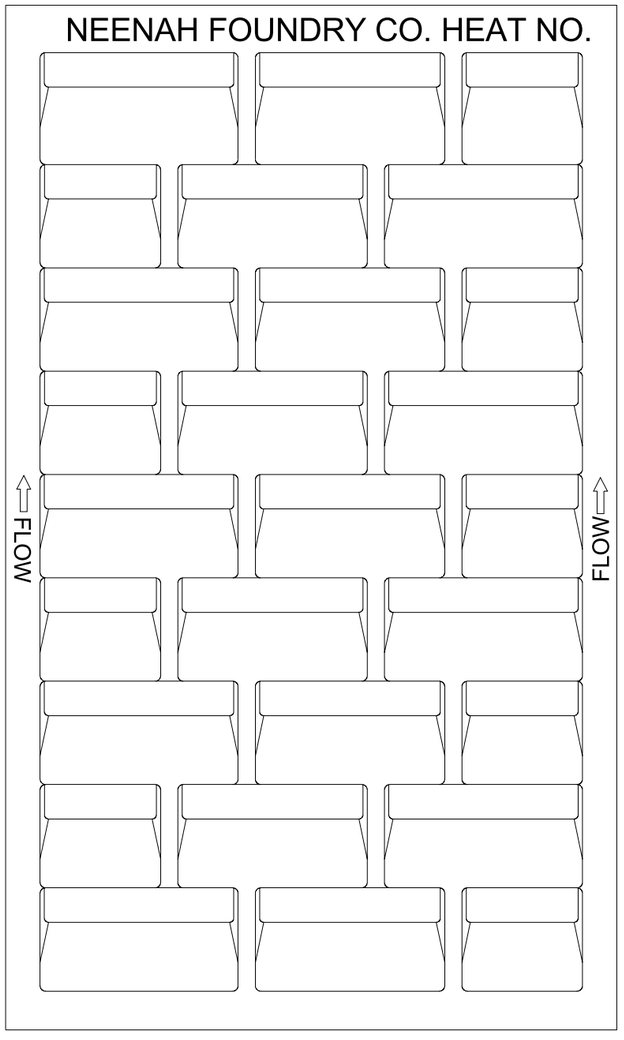
EQUIPMENT DETAILS

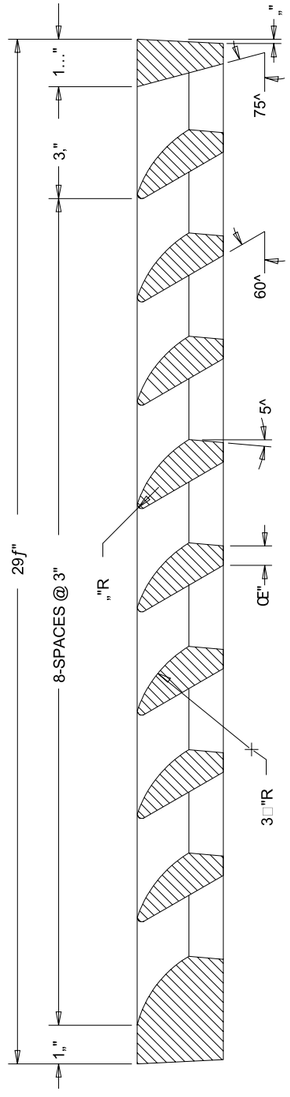
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

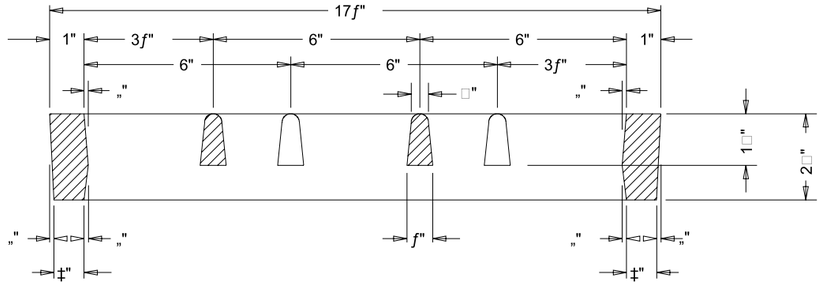
CITY OF DALLAS, TEXAS

DESIGN	DRAWN	DATE	FILE	NO.	PAGE NO.
C. O. D.	A. B. & A.	APRIL 1997	251D	1	9009

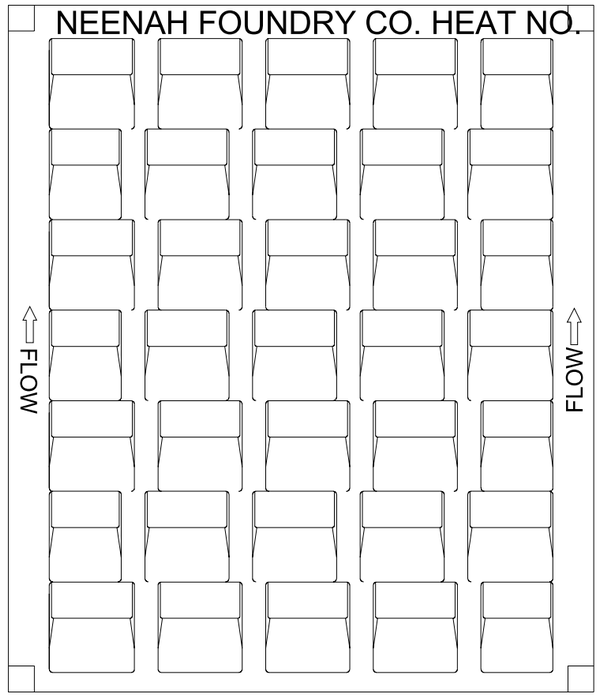
R - 3076

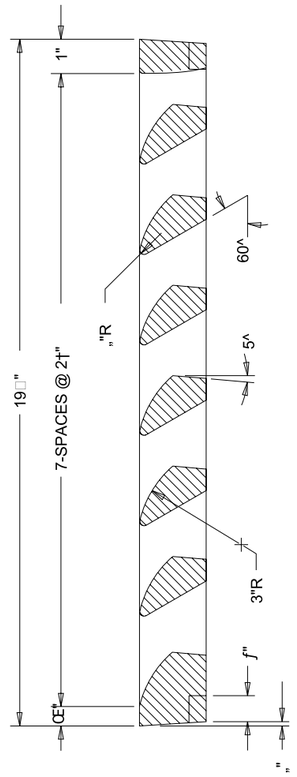


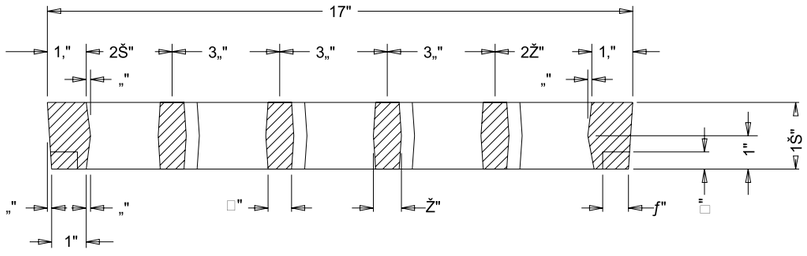




R - 3065







MATERIAL - CAST GRAY IRON
ASTM A-48-83 CLASS 35B
NO PAINT

SEE SHEET 2010
FOR FRAME DETAIL

R-3076 & R-3065
TYPE "L" GRATES

MISC. DETAILS
VANE TYPE
CAST IRON GRATE
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
CITY OF DALLAS, TEXAS

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C. O. D.	A. B. & A.	APRIL 1997	251D	1	9010